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Why Georgia Is the Empire State of the South.

[An address delivered before the Georgia State Agricultural Society by C. J. Haden, of Atlanta, Ga.]

The greatness of a State is not measured solely by the fertility of its soil. The valley of the Nile, the most fertile land on the globe, is hopelessly mortgaged to British banks, while the little island of Guernsey is blooming under a system of intensive culture. The rich prairie farms of the West are today plastered over with debenture bonds, while the stony sub-soiled patch of New England supports a frugal family and lays aside each year a small residue in the savings bank. While the alluvial valley of the Plate river is in the agony of a withering panic, a vigorous peasantry still draw a livelihood from the rough but unencumbered hillsides of bonny Scotland. The difference lies in the spirit of the people and their methods of management. Good laws wisely administered, thrifty habits, intelligent farming and business integrity are all essential. These things explain why Georgia is the Empire State of the South.

The ship of state bears the image and superscription not only of those who made it, but also of those who now man it. From the time when Georgia was the baby member of the colonial family to this hour she has borne a good name. Through the vicissitudes of a century she has established a character and kept the faith inscribed upon her great seal, "truth, justice and moderation." The manner in which she has made and met her public debt is a monument of fidelity. Within twenty-five years after Georgia was sacked and burned, with nearly 90 per cent. of her taxable values destroyed, she re-established a public credit unexcelled by any State in the Union and floated a 3½ per cent. bond at par.

The recuperative power of Georgia is without a parallel in the annals of men. France, with 37,000,000 white people, paid Germany a war indemnity of \$1,000,000,000, and the world's financiers looked on in amazement. Georgia, with less than 1,000,000 white people, lost in war and regained in peace \$530,000,000.

France was left, after a short war, with the government in the hands of her people, her social conditions unchanged and her commerce unimpaired and recuperated from a loss of \$27.00 per capita; Georgia, after a long war in which the sinews of peace were consumed in the clash of battle, with the government in the hands of the negroes and the aliens, with her social conditions upturned and her commerce paralyzed, recuperated from a loss of \$500 per capita. The Confederate soldier was transformed into a citizen, his sword into a plowshare, and under the magic touch of the two we have seen the rise of a real and the matchless Phoenix of history.

Georgia was the first of the secession States to invite Northern settlers, and the first to project a great exposition to illustrate to the world the resources of the South. This was a master stroke. It gave us the lead. It brought thousands of people and millions of money into our borders, and hastened the consummation of a practical peace between the sections.

Georgia was the first to learn that it paid

better to diversify crops than to concentrate upon cotton, and while this truth has not yet thoroughly permeated the great mass of the people, still it has put us in advance of our sister States. We have learned that the patch yields a larger percentage of profits than the plantation; that an orchard is better than a farm. We have learned that peaches in the counties of Spalding and Houston pay better than peaches in the valley of Dakota; that pears at Smithville and Thomasville yield larger returns than staple farm products in the Miami valley of Ohio. Several years ago a number of Ohio people discovered this and came down and bought up some of our fruit lands; hence we see whole fruit districts in Georgia blooming and booming under the skilled hand of the Northern settler and his native disciples.

First among the law-making powers of the English-speaking race to emancipate woman before the law was Georgia. Our "married woman's act" of 1886 made her a man before the law, by giving her full and equal property rights. The English Parliament, with that instinctive Anglo-Saxon regard for justice, adopted this act of ours in full. Georgia was the first of the States to brush away the complicated cobwebs of the English common law, and to substitute a simplified form of pleadings. The people of this great State possess a peculiar genius for politics. Virginia is the Old Dominion, but if one will examine the list of appointments of the present administration, as well as a list of those high in official position in the States west of us, he will conclude that Georgia is the New Dominion. A disappointed Texan recently said in Washington that "a Georgian loved an office better than a negro loved a watermelon," and he might have added that he is equally skilled in finding one. Georgians have always been prominent in national politics, leaders in war and in peace, and so they will continue as long as lives that same aggressive vigor in the spirit of our people.

The advance of education in this Commonwealth is a triumphal march. The public-school system is now only twenty-two years old. It began in 1871 with a pitiful appropriation of \$174,000, and this year it will receive an appropriation of over \$1,200,000. A careful census now being compiled by our very efficient school commissioner shows that something over 600,000 children were in the public schools of Georgia last year, or more than one-third of our entire population. Of all the children in the schools about 90 per cent. are in the public schools. In the city of Savannah only one-half of 1 per cent. of the white children between the ages of six and nineteen are unable to read and write, the lowest percentage of illiteracy shown by any city of equal population in the world. The negroes of Georgia, although paying only about 3 per cent. of the State tax, enjoy their full pro rata of the public-school fund in proportion to numbers where they see fit to use it. And it is remarkable with what unanimity they have come to use it. While New England in her spasms of sentiment gives of her abundance a few thousands now and then to educate the negroes, and has a good deal to say about it, Georgia out of her limited means gives annually hundreds of

thousands from a sense of manly duty, and rarely mentions it except in defending herself against attacks of well-meaning but misguided critics. The public-school fund of this State provides absolutely free tuition to all children between the ages of six and nineteen for five months in the year, and fifty-one towns and cities supplement the State fund by local appropriations and give free schools the whole year. Most of these towns and cities furnish the student gratis an English graduation.

Looking over the last published report of the comptroller-general, we find in the dry figures a vision of hope. The period which this report covers is thirteen years—from 1879 to 1892, inclusive. Here do we find that our greatest growth has been in the direction of the gainful and most rapidly reproducing pursuits of life. Thus, while merchandise has increased only from \$12,000,000 to \$20,000,000, cotton-mill investments have increased from a little over \$1,000,000 to something over \$11,000,000; and while city and town property has increased only from \$70,000,000 to \$149,000,000, banking capital has increased from \$4,000,000 to \$14,000,000; while stocks and bonds held by our people have increased only from \$4,800,000 to \$7,700,000, farm machinery has increased from \$2,000,000 to \$6,000,000; and in this last item of the splendid ratio of development in farm implements do we see the fruits of our experimental farms, of intelligent discussion, and perhaps more than all, of the State Agricultural Society. Viewing this splendid record of Georgia in comparison with other States, we find the vigor of young life yet in the old land.

Compare the tax rate of Georgia with the adjoining cotton States and you will find that our State and county taxation has averaged only about three and a-half mills on the dollar, or only a little more than half the tax rates of South Carolina, Florida and Alabama; and yet during this period Georgia has built and paid for, Yankee-like, cash down, a magnificent State capitol costing \$1,000,000, which neither of the other States named have done. Georgia has fewer mortgages in proportion to wealth and population than Illinois or Kansas. Our country supply merchants report that our people have greatly increased the quantity of home-grown foodstuffs with recent years, and that only about one-half as much Western corn and meat was consumed in our State in making the present crop than in making the crop of last year. At last the great bread and meat-raising revolution has begun in the South, and Georgia leads the van. The constitution of our State has thrown around the property owner an armor of protection against excessive taxation. Not only has it fixed the expenses of government upon a very economical basis, but it has also forbidden the issuance of State bonds in excess of \$200,000 in any one year, and then only to cover incidental deficits of the treasury. Moreover, it forbids any county or municipality within this State issuing bonds in excess of 7 per cent. of the taxable valuation of such county or municipality. The Western & Atlantic Railroad, a monument to the wisdom of Georgians of fifty years ago, is unencumbered property of the State and rents for \$420,000 per year. It is worth a sum equal

to our State's entire bonded indebtedness. The sagacious foresight of the fathers and the energy of the sons have conspired to make Georgia the Empire State of the South.

We have learned that Georgia produces successfully every useful plant grown in America, and has hidden in her hills every commercial mineral known to the arts with the possible exception of tin. We know that we can grow as good lemons as Mexico, as good apricots as France, as good pears as California, as good grapes as the Rhine and as good figs as Italy, and that the Vale of Cashmere, with all the halo which the genius of a Moore could throw about it, cannot produce a better pomegranate than the good old county of Thomas. South Georgia excels Louisiana in the production of syrup (it being of course a different variety), and grows nearly twice as much tobacco to the acre as North Carolina. It is impossible to overestimate the value of rainfall for the production of fruits. Southern California is rainless, necessitating vast expenditures in digging canals. The great fruit islands of the Mediterranean and the Italian, French and Spanish mainlands have an annual rainfall of from sixteen to twenty-five inches per year, while Georgia enjoys an annual rainfall of fifty-one inches per year.

There has been an agitation lately begun which materially concerns our great State—the proposed colonization of the negroes in the far West or in Africa. The proposition is as impracticable as it is absurd, and I would make no reference to it but that our beloved Bill Arp has seen fit to discuss it favorably in a serious strain. The negro cannot do without us, and we cannot spare him. Those who have been brought into direct contact with him know he is an indispensable factor of our industrial system. Take him away, and there would be a hush in the workshops, vacant fields by the roadside, and the ships in our ports would flap their sails idly in the breeze waiting for a cargo that would never come. Of all the drudgery workers of the world, the negro is the least objectionable, the last to enter strikes and the last to complain of his lowly lot. Beneath all Europe, from the North Cape to the Mediterranean, there is a rumbling volcano of socialism; white laboring men, looking in the mirror and seeing in their lineaments a kinship of race and right with the ruling classes, clamor for a revolution. The negro, seeing in the color of his face the emblem of his inferiority, willingly submits to the menial pursuits of life. Pennsylvania had her Homestead insurrection, but I challenge any one to cite an instance of a strike on a Louisiana plantation or a Mississippi steamboat. The colored man was brought to us against his protest, yet he and his children and his children's children have been faithful servants to this hour. When the manhood of the South was fighting her battles on the fields of Virginia, the negroes provided for the helpless family at home and lay before the door like a watchdog guarding the mother and the little ones. Our fields have become as familiar with his melody as our forests with the notes of the whippoorwill. It might have been better had he never come, but he is here woven into the abric,

and by the sweat of his brow he has earned and should have a home among us forever. The present agitation is a mid-summer Chautauqua dream of the rainbow chaser, and, like it, will harmlessly fade away.

The growth of Georgia has been by waves. Like the incoming tide, the wavelets rise and fall upon the shore and rise again, each time ascending a little higher than before. So has our commerce risen. We have had our periods of boom and then of depression, and each returning wave marked a higher point than its predecessors. Flow and ebb and flow again, getting better and better, and so it shall continue until the world shall be as full of the knowledge and glory of our prosperity "as waters that cover the sea."

An idea born of ignorance has become current that the warm climate of the South is a bar to our permanent prosperity. This is worse than nonsense; it is suicidal folly. Trace the parallel lines of the thirtieth and forty-fifth degrees of latitude around the globe and you will find that it is the heroic belt of our planet, the charmed circle of the world. Take from the annals of men the doings of those nations within these parallel lines and the remainder is the smaller half. Within this circle is the grand galaxy, the constellation of nations, France, Spain, Italy, Greece, Egypt, Persia, Palestine and Bethlehem of Judea. We cannot inject enough energy into a human frame in a cold zone to overcome the advantages of abundant sunshine and balmy air. Upon an equal footing the frigid cannot compete with the temperate climate. Nature will assert itself; history will repeat itself. By adopting slavery the South made the blunder of a business man, but under freedom see how we have bounded forward. It may take a century to prove the prophecy, but civilization and commerce will find a common zenith south of the Potomac. Our Sampson had his curls clipped by a Delilah of war, but his locks are growing back again, and in the present fierce financial struggle we find him wrestling like a giant. Already the newspapers of the East and North are beginning to note how wonderfully well the South stands the crisis. In this is the sign of victory. Twenty-five years ago the great clock struck the midnight of our deepest humiliation. Slowly it has ticked the minutes and the hours away. The battle-scarred Confederate, patiently working out his country's salvation in the shadow of the world's disfavor, has yearned to see the full broad daylight of our political and industrial equality before his eyes should be forever closed. He has toiled and watched. In his face are the deep-plowed furrows, and in his hair the silver is sprinkled. His waiting cannot be much longer in vain, for the clock's hand is already far past the first quarter and it is a beautiful Southern summer night. If we could but look up through the mist that screens the future from us and ask of Him who sits eternally upon the tower observing the movements of men, "Watchman, tell us of the night," the answer would come back to us.

"Yon golden streak on the ocean's cheek
Tells of the coming day."

Prizes for Southern Coal.

The coal and coal products of the South have attracted much interest at the Columbian Exposition, and many experts who have examined them for the first time have been surprised at their excellence. Evidently the judges have concurred in the same opinion, for a Chicago dispatch states that the Wise county coal, taken from the mines near Big Stone Gap, Va., has secured the award of the first premium over all competitors. The Flat Top coke was also awarded the first prize in that class as the best coke on exhibition. The seam of coal from which the premium lot was taken is

from eight to twelve feet thick and covers a vast area in Wise, Dickenson and Tazewell counties.

Direct-Trade Celebration at Port Royal

PORT ROYAL, S. C., October 10.

The establishment of direct trade between Port Royal and foreign ports by means of the Johnston Line of steamers was made the occasion of a great celebration here yesterday, and the people of this place and the business men who came from other cities showed their interest in direct trade in a very forcible manner by their enthusiastic participation in the festivities. In the harbor there was a very tangible evidence of the new trade movement in the shape of the two steamers Lochmore and Mayfield, the former loaded with 8000 bales of cotton and the latter waiting for cargo. Every condition favored the celebration and everybody heartily enjoyed the occasion. It was a great event in the history of Port Royal, and it marks the opening of a new career for this port.

A special train brought a distinguished party from Augusta yesterday morning, and immediately upon arriving the party boarded the Lochmore and inspected the vessel and her cargo. At noon the tugs Bristol and Cecilia took the party for a circuit of the harbor, inspected its shipping facilities and learned by personal examination of its many advantages. Upon landing the party proceeded to the grove that skirts the bay around the old Spanish forts, where dinner was spread for the 250 guests. Major T. P. Branch acted as master of ceremonies. Letters from Governor Tillman, Lieutenant-Governor Gary and others were read and speeches were made by many of the distinguished guests.

"What will the Port Royal Railroad do for Port Royal?" formed the subject of the remarks of Col. J. H. Averill, receiver of the road. In the course of his address he said:

"The Port Royal Railroad, that was long called two streaks of rust, is now trying to show to the owners of that property and the people of Georgia and the people of South Carolina and the people of the West that it leads to a port that has almost been forgotten; that it leads to a port which, if they will assist the management, it will develop and make a port that will be a Southern port in which not only Carolina will take pride, but Georgia, Alabama and the great West will join in and claim their share of enterprise and profit. The Port Royal road by and with its receiver can do but little unless they have the support of the people of Georgia, of Carolina, of Tennessee and the West. We have with us the representatives of the lines leading out to the great West and leading into the cotton of Alabama and with the interior of South Carolina. If these lines will stand up with the Port Royal & Augusta, I think that I can say that in the near future we will not only have through ships at Port Royal as you have seen today, we will not only have arrangements for steamships sailing semi-monthly, but we will be able to load ships as fast as the shipping company, whose guest you are here today, can give them to us. It is no secret, gentlemen, when I say to you that I have letters from Kansas City, from Memphis, from Nashville, from Cincinnati and from other Western points, from men of prominence—many of them who control railroad interests leading down to Birmingham, through Chattanooga, into Atlanta, and thus down to Port Royal—who say that they have seen what is proposed at Port Royal. They ask us for particulars and are ready to help. They are ready to give us grain, packing-house products or any other product that we can handle. I claim that with the fields of the great West, that with the cotton of Georgia, of Alabama, of Tennessee and of Carolina, that there is room not

only for Savannah and Charleston and to inaugurate other lines, but that we can and we must have our share."

Mr. Charles H. Betts, manager of the Port Royal Steamship Co., spoke for his company and its purposes with regard to developing the trade of Port Royal; Hon. John S. Davidson, city attorney of Augusta, spoke of the interest which Augusta has in the development of Port Royal, and Joseph R. Lamar, president of the Young Men's Business League of Augusta, told how great an interest his organization had in the future of the port. He called attention to the fact that England, no larger than Georgia, has no less than 100 important ports, and yet from Baltimore to Port Royal there were not more than half a dozen ports. If any man could give a good reason why this ought to be so, let him speak. There was no reason for it. He declared that the development of the ports of the south Atlantic—all of the ports—was one of the great duties before the Southern people. The greatest promise for the future development of the South is in an increase of direct trade with England.

Col. T. P. Stovall reviewed the efforts that had been made in past years to establish direct trade from the Southern ports and spoke of the present situation as follows:

"The public is too well informed of the universal interest which the agitation of direct trade and immigration for the South has created. The movement by Col. I. W. Avery and myself has been met by hearty endorsement by the governors, the legislatures, the boards of trade, city councils, and, indeed, by all the people. The magnitude of the movement must soon take substantial shape, and every hope of relief impels us to business independence and financial relief. It is, therefore, advisable that the people should, without delay, organize for a powerful move by advertising the urgent need of more people and cheaper money to develop the immense resources, that the industries of the country may be made more available and profitable. I propose also that we shall begin now to urge upon our Congressmen the absolute necessity of obtaining a subsidy through Congress for a mail steamship line from England to a Southeastern Atlantic port, and that our shorter connections with the Northwest and West, and the combined interest of the South for another route to Europe, should command the attention of our representatives in Congress as well as in our State legislatures. The benefits that would arise to the South from such steamships cannot be questioned, nor can any person doubt them. We cannot possibly secure these benefits simply by private competition, and this cannot possibly be expected of this line, although it will surely sustain itself when fairly under way.

"No argument is necessary to prove what I say. A knowledge of our necessities and the wonderful resources of our country; the immense increase in our production in the last four years—the tide of people and money is with us—is enough to stimulate every earnest inhabitant of the Southern States that the period of trial is past. We are now on the high road to success. We must profit by the wise merchants of Great Britain, who have learned this doctrine by experience, and are today profiting by it. England's rapid steamship lines have reliable periods for arriving and departure, and although those lines cost the government and the people much money, they enable the country by their superior facilities which they afford to monopolize and control the commerce of the world. Let us profit by their example. We must push this matter of subsidy for a mail line. Our early existence in direct trade depends upon it to run with success to develop the great South. Let this appeal go forth from South Carolina, and this

event the remunerating policy for the awakening of Southern industry as an entering wedge into this grand movement. The extension of commerce is a material advantage. The introduction of new methods of conveyance, availing ourselves of facilities offered by opening of new lines of communication, must create and encourage prosperity and employment for our people. We must show the character and spirit of our people with this enlightened policy. God is with us. The people of the country are with us. Then let every person feel that he has an interest in this great work."

The newspapers were spoken for by Messrs. Gonzales, of the *State*; Koester, of the *Register*; McSweeney, of the *Hampton Guardian*; White, of the *News and Courier*; Rogers, of the *Palmetto Post*, and Hook, of the *Augusta Chronicle*. President Asbury Hull, of the Augusta Exchange, spoke of cotton interests in their relation to Port Royal.

Col. I. W. Avery, who was unable to leave Washington, where he was actively engaged in furthering the interests of direct trade, wrote about the progress of the work which he is conducting and told of the cordial support he had gained from Senators in Washington. He said: "The attempt has a double action of value to the cause. It alike enlists the people of the South and West through their ablest and most distinguished and honored leaders in backing the project, and it conscripts the ministerial and consular representatives of our great government in foreign countries to devote their ability, influence and labor to this vital and necessary enlargement of our national trade, and the establishment of American commercial supremacy.

"The lesson of this senatorial endorsement, especially of the Western statesmen, has tremendous significance. It demonstrates that the whole mighty West is in benefit of the entire Union, and needs but to be given methods of practical co-operation to sustain it with all its vast power and make it successful.

"We have had extensive correspondence with Western railway heads and exporters who from self-interest have promptly and heartily responded and will join fully in any practicable plans.

"I have obtained from Mr. Mendenhall, the able superintendent of the United States coast survey, an efficient officer and agreeable gentleman eager to serve us, the recent official report of the condition of Port Royal harbor as late as 1892. I find this magnificent shipping place officially declared to be 'one of the largest arms of the sea breaking the coast line, and one of the finest harbors on the Atlantic seaboard.'

"From the ocean to the city, about eight miles, there is a broad and unbroken channel of twenty-seven feet of mean high water, capable of bearing the largest ships in any number. The lowest water depth at lowest tide is twenty feet, and from that to over forty feet. The approaches are easy and safe. With the shortest connected rail route, shorter than Northern routes, to leading Western marts by great railways thoroughly equipped, with ample Southern and Western produce and other stuff for shipment abroad, the export branch of the venture is assured with proper effort. Southern cotton, tobacco, naval stores, phosphate, rice, fruit, yarns, cloth, etc., and Western grain, flour, meat, cattle, etc., will furnish abundant material for exportation.

"The next and feasible necessity of your line is the division of part of the immense current of Southern and Western imports coming by other channels in the absence of convenient Southern ones, more direct and less expensive, saving middlemen's profits and handlings. And energetic, intelligent and systematic work for this should be begun immediately. All the importers and sellers of imported goods in both sec-

tions should unite in ordering and getting imports direct. We have talked with numbers of importers who are eager for it. We must have bonded railroads and warehouses. All interests and agencies should join on this vital need and basis element of regular direct trade. Its details are too many and lengthy to be discussed here.

"I did not mean to say so much. But the transcendent importance of your project, the overwhelming interest I feel in it, and the imperative need and absolute certainty of its success with proper effort, have betrayed me into this too long response to your appreciated regret and disappointment that I cannot be with you.

"No man can take a more profound and sincere interest in your venture, the consummation of the aims and zealous work of eighteen months, than I do. And I can speak of Colonel Stovall.

"You are making the initial attempt at complete regular direct trade on the south Atlantic coast. The gaze of the whole world is upon you and all desire you to succeed. Two of the great sections of this Union, embracing the large majority of its area, its wealth and its people, with their colossal interests, are to be directly benefited, while the immeasurable future of our continental commerce will be expounded.

"The inauguration of south Atlantic direct trade with foreign lands, after fifty years of trials and failures, is an event of national importance, and the fact that Port Royal is its port and your company its instrument invests both with an interest and, if successful, with a renown that will be unfading."

The Austin Dam.

Mayor John McDonald, of Austin, Texas, has submitted to the city council a message dealing with the dam enterprise undertaken by the city, in which he reviews at length the history of the project and giving its present status. We take from this report some portions that are of general interest.

The contract for building the dam and excavating the canal was awarded to Bernard Corrigan, of Kansas City, Mo., on October 15, 1890, and the work of excavating began on the fifth of the following month, and the last stone in the dam was laid on May 2, 1893.

The total amount of Mr. Corrigan's bid, which was based upon the engineer's estimates of quantities, was calculated at \$501,150, while the amount paid him under his contract was \$607,927.90, payments having been made on actual measurements.

There were three causes for the difference between the estimated cost of the dam and its actual cost.

1. The excavation at the east end of the dam was much deeper than was at first estimated, on account of the engineer having mistaken loose boulders for solid rock when making his soundings. This required 29,618 cubic yards additional earth excavation and an additional expense of \$8914.60.

2. The additional depth of excavation required a corresponding increase in the quantity of masonry. The specifications provided that the granite should have the same width of beds as the height of courses, and the engineer based his estimates on two-foot courses, while the specifications did not designate the height of courses. The contractor built the dam in three-foot courses, which gave him three feet width of beds and increased the cost of the granite masonry \$56,793.32. The quantity of limestone rubble masonry was also increased, but not in the same proportion, on account of the increased quantity of granite used. The engineer calculated that a large portion of the rock excavated from the canal would be used by the contractor in the dam at a price lower than the rock brought from the quarries, when in fact only 713 cubic yards of such rock could be used and nearly all

of the limestone was hauled from the quarries. The increased cost of the limestone rubble masonry on this account was \$21,839.80.

3. When the contract for building the dam was let an allowance was made for only 2000 cubic yards of masonry that would probably be laid in Portland cement in excess of that already provided for. The board of public works determined to have the entire dam laid in imported Portland cement at fifty cents per cubic yard extra, and this caused an additional expense of \$44,180.25.

There were also changes in some of the masonry laid on account of the change in the shape of the top of the dam, which amounted to \$237.45, and these make the total increases amount to \$134,033.52.

On the other hand, the estimates of the engineer were excessive in some items, particularly in the matter of rock excavation, and the amount paid in such cases was \$27,255.62 less than the engineer's estimates of same, making the total amount paid under the contract \$106,777.90 more than the first estimated cost of the dam.

In addition to this the contractor was paid \$3385.49 for extras which were not included in the contract. They were as follows: For extra pumping rendered necessary by the increased depth of foundation at east end, \$1882; for extra day labor in cutting trenches in rock without the use of explosives, \$1124.99, and for the difference in the cost and sale of domestic cement ordered by the contractor before the use of the imported cement only was determined upon, \$378.50.

The actual total cost of the dam, therefore, was \$611,313.39, and the dam is there to stand for all time to come as a lasting monument to the enterprise of the citizens of Austin.

HEADGATE MASONRIES, ETC.

The contracts for the excavations and masonries of the headgates, return and retaining walls and power-house foundations were let to James Waterston and Waterston & Waltinger. The work was completed on May 12, 1893, and the amount paid the contractors under their contracts was \$57,511.55. There was also paid them the sum of \$951.12 for extras not included in their contracts, of which \$425 was for granite bedstones for turbines and \$526.12 was for extra day labor, making the total amount paid them \$58,462.67.

Excavations for the draft tubes were made by day labor at a total cost of \$2314.88.

The headgates were made by day labor and they cost, including all material used, the sum of \$1337.60, to which should be added \$785 paid for the gate hoisting gears, which makes the total cost of the headgates, including gears, \$2122.60.

The headgate castings, racks and a considerable portion of the iron penstocks were placed in position, and the sum of \$38,473.51 has been paid thereon.

The turbines, pumps, pulleys, etc., have been delivered, and \$33,166.05 has been paid on them. All of the fire hydrants have been delivered and paid for; they cost \$6328.50.

The contract for building the power-house was awarded to H. L. Breneman at \$45,650, and \$9464.36 has been paid thereon.

Contract has been made for electric-light dynamos with a capacity of 18,000 16-candle power incandescent lamps, and a part of the machinery is now stored in the city, and the amount paid on same is \$279.82.

THE BREAK.

On the 30th day of May last, when the people of Austin were rejoicing over the completion of the dam and the decision of the Supreme Court declaring the bonds legal, there occurred an accident to the headgate masonries, which for the moment somewhat discouraged the people.

The headgate masonries were built in conformity to the plans, and, as far as human eyes could see, were founded upon and built into firm and solid rock.

The lake being full the pressure was great and the water found its way into a cave or fault about seventy-five feet above the headgate masonry and passed down to a depth of about twenty-eight feet below the foundation of the same and went through a softer stratum of rock into the excavation for the power-house and then out into the river below the dam. A coffer-dam was thrown across from the east end of the dam to the main bank above the break, and the flow of water through the break was stopped.

Excavation has been made easterly in the line of the headgate masonry to a depth of thirty-eight feet below the bottom of the masonry, where a good foundation has been secured and the work of rebuilding has commenced.

The cost of this break to date has been \$22,243.77, and it is estimated that the cost of rebuilding the headgate masonry and extending same to safe anchorage, replacing the iron work and clearing out the power-house excavation and restoring the foundation of the power-house will not exceed \$25,000 more, and the entire cost will fall below the lowest estimate made by our consulting engineer.

OTHER EXPENDITURES.

The other expenditures since the beginning of the work have been as follows: For engineering, including salaries of engineers and inspectors, fees of consulting engineers, cost and maintenance of wagon and team and hire of driver, cost of preliminary surveys made before the organization of the board of public works and all other expenses connected with the engineering department, \$48,908.48; for right of way, including salaries of agents, damages to lands, clearing lands, surveys, maps, etc., \$23,287.75; for office expenditures, including salaries, rents, postage, printing, engraving bonds, advertising, etc., \$7872.53; for building the railroad to the dam, \$87,431.90; for miscellaneous items which cannot well be classified, \$3834.28. The total amount of bills and accounts approved to date is \$955,504.49.

The amount required to finish the work may be stated as follows:

ESTIMATED AMOUNTS YET TO BE PAID ON CONTRACTS ALREADY MADE.
On wheels, pumps, etc., \$14,788.00
On penstocks, etc., 19,000.00
On power-house, 36,185.64
On light dynamos, 27,670.18
On valves, 3,700.00
On power generators, 12,000.00
On water pipe, 178,750.00
On pipe laying, 52,000.00

Making a total of \$344,093.82

To which should be added the following estimates of contracts, etc., yet to be made:

Balance of repairs, \$25,000.00
Poling and wiring the city, 40,000.00
Reservoir for 50,000,000 gallons, 30,000.00
Damages to submerged lands, 5,000.00

Total \$100,000.00

Which, added to the amount of bills approved to date, amounts to \$1,399,598.31.

Our resources can be stated as follows: Receipts from sales of bonds and amounts refunded to the water and light fund to date, \$934,961.73
438 bonds yet to be sold at say 95 cents, 416,100.00
The railroad, say, 70,000.00

Total \$1,421,061.73

Which will leave a balance of \$21,463.44 out of which to pay for engineering and any unexpected expense which may have to be met.

The income that will be derived from the dam is at present entirely a matter of estimate. Mayor McDonald figures a probable or possible income of about \$58,500 per annum from water rents, which he makes up as follows:

1000 dwellings, one faucet each, \$6,000
1000 " two faucets each, 12,000
1000 " four to five faucets each, 18,000
350 store and office buildings, 8,400
4 hotels, 2,400
Building operations, 2,500
County, State and government buildings, 7,200
Irrigation, lawn sprinklers, etc., 2,000

Total \$58,500

It is very reasonable to suppose that if the price of electric light be placed at such figure as to compete with kerosene oil the dangerous kerosene lamp will eventually be banished and the electric light substituted therefor. Mayor McDonald is of the opinion that if the price for each sixteen candle-power lamp be fixed at twenty-five cents per month, fully 10,000 electric lamps will soon be used, and the revenue arising therefrom would amount to \$30,000 a year.

There will be 500 electric horse-power to be disposed of for small powers throughout the city from one-fourth of a horse-power upwards. The managers for several large enterprises have already signified their intention of applying for such power, and assurances have been given that more than one-half of this power would be taken if it could be furnished within a certain specified time. The rates for such large powers, using from seventy-five horse-power upwards could be fixed at \$20.00 per horse-power per annum, and the rates for smaller powers can be so fixed as to make the whole average \$40.00 per horse-power, and this would bring in \$20,000 a year.

The plans of the power-house are such that by simply adding more machinery the electric-power can at any time be increased to 1500 horse-power. Assuming the above estimates of receipts to be approximately correct, the revenues of the system would be as follows:

Water, \$58,500
Electric light, 30,000
Electric power, 20,000
Total, \$108,500
Against this there would be charges for yearly interest and sinking fund on the bonds, \$98,000
Operating expenses, including all salaries, etc., say, 10,000
Making a total of \$108,000

In addition to the revenues of the water and electric systems there will probably soon be a considerable income to the city from the lease of the surplus water-power after the needs of the city's works are supplied.

Another item which can properly be considered a source of income from the water and light system is the amount that has heretofore been paid out annually by the city for water for public purposes, fire protection and for street lighting. The amount paid out of the city treasury to the present water and light company for that service during the year 1892 was equal to a tax of twenty cents on the \$100 on all the taxable property within the present limits of the city.

The city council has authorized the mayor to enter into contract with John F. Hart & Co. to complete the headgate masonry and other work at the dam for the sum of \$15,999.50.

Grain Shipments from New Orleans.

The board of grain inspectors of the New Orleans Board of Trade, consisting of Robert McMillan, chief inspector; Numa J. Benedic, John Snitzer and James M. Rusk, assistant inspectors, have furnished the following statement of grain cleared from the port of New Orleans for foreign ports during the month of September, 1893:

Steamships.	Destination	Corn, bus.	Wheat, bus.
Yucatan	Liverpool	39,000	
Herschel	Liverpool	30,000	
Assaye	Liverpool	123,67	
Legislador	Liverpool	64,000	
Barbadian	Liverpool	76,000	
Ainsdale	Rouen	50,000	
Irthington	Rotterdam	44,742	
Valeria	Hamburg	25,000	
Darlington	Havre	118,78	
Vera	Havre	56,000	
Dupuy de Lorne	Havre	41,560	
Ruskin	Havre	22,000	105,000
Counselor	Havre	24,000	
Markomania	Hamburg	12,803	
Galasia	Hamburg	25,000	
Total September 30, 1893		212,836	791,637
Total September 30, 1892		14,652	933,393
Increase		198,184	
Decrease			141,666

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department, on page 189.]

C. & O. Getting Northern Business.

Already railway lines to New York and other seaboard cities have begun to feel the effect of competition by way of the Cleveland, Cincinnati, Chicago & St. Louis and the Chesapeake & Ohio lines to Newport News, Va. It is announced that the Southern line is making special rates to Liverpool from St. Louis via its new steamship route. Grain and flour are being carried, it is asserted, at less figures than the rates to the New York and Philadelphia wharves. Even if the rate to Europe is so low that it only pays expenses, it is stated that the import business is so good as to insure full return cargoes for the six ships of the new line, which will realize a fair profit. The latest report is that the Cleveland, Cincinnati, Chicago & St. Louis, or Big Four, is paying thirty-eight and a-half cents for grain at East St. Louis. This is more than any St. Louis dealer could pay, but the Big Four is enabled to do it by handling its own purchases to the seaboard and beyond. The best rate that other lines can make on this class of shipment is this: East St. Louis to Baltimore twenty-six cents, by water to Liverpool ten cents, a total of thirty-six. To Newport News the rate is twenty-four cents. Adding to this the 10-cent rate across the Atlantic, the result is thirty-four cents. Against this the Big Four will quote twenty-seven cents as the through rate. In consequence grain is going through St. Louis at a rapid rate.

Other lines are not attempting to secure this. The Vandalia line and the Ohio & Mississippi are not getting much of the eastbound business on account of the low rate made by the Big Four, and they will not unless they take steps initiative by putting in a .5-cent rate to Philadelphia and New York. The agents of the new freight line have been all over the Western territory for trade and are getting a large share of the business which hitherto has gone to the seaboard north of the Potomac river.

The importance to Newport News of this new line can hardly be estimated at present. It was opened in time to make a bid for hauling the great grain crop, and its success so far is shown by the above statements.

Another Texas Railroad Project.

The project of constructing a road along the valley of the Rio Grande from Brownsville to Laredo, Texas, has been revived by Sidney G. Miller, of New York, who is addressing citizens in various towns along the valley in favor of it. Mr. Miller also offers to build a line from Brownsville to Corpus Christi on the following terms:

A bonus of \$2000 per mile to be paid by the people of Cameron, Hidalgo and Nueces counties; this bonus to be secured by notes executed and delivered to a trustee by all who propose to donate money and deeds made and delivered to the trustee for lands at a reasonable value by those who will donate lands; one-third of said donation to be paid on the completion and equipment of fifty miles of said road, one-third on the completion of 100 miles and the balance on the completion of the road from Brownsville to Corpus Christi; the completion of each section to be announced by a locomotive drawing a train over the portion of road so completed; work on the road to begin in ninety days from closing the contract, and to be completed and equipped in two years and seven days from the time work begins.

Among Texas citizens who have become interested in the matter are Hon. J. C. Russell, of Corpus Christi; G. M. Raphael, of Brownsville; C. Hess, of Point Isabel,

and J. O. S. Peter, of Corpus Christi. Donations of land and money have been offered, and a committee has been appointed to further the plan.

The system projected is nearly 295 miles in length, all told, extending from Laredo down the Rio Grande about 140 miles to Brownsville, thence along the coast to Corpus Christi. At Laredo it would connect with the Mexican National, also at Corpus Christi. From this it might be surmised that the latter company is back of Mr. Miller and intends to add southeastern Texas, which is now without any railway facilities to speak of, to its territory for traffic. The section along the Rio Grande would be of special advantage to the government for military operations on the frontier.

The Ohio River & Charleston.

The Charleston, Cincinnati & Chicago has been formally transferred to the bondholders' committee, as anticipated in the MANUFACTURERS' RECORD of October 6, and they are now in possession of all the lines. The first step of the reorganizers will be to incorporate companies in South and North Carolina, Tennessee, Virginia and Kentucky. These are to constitute one consolidated company to be known as the Ohio River & Charleston. Samuel Hunt is to be the temporary general manager and A. Frapp, superintendent. Temporary headquarters will be established at Blacksburg, S. C. Mr. Charles E. Hillier, of Boston, who is at the head of the bondholders' committee, makes the following statement:

"The road is sooner or later to be completed across the mountains. The gentlemen who have purchased the road have put \$1,000,000 of new capital into the concern in order to secure control of the eastern and western sections of the line, and this is a sufficient guarantee of their intention to carry the matter to a completion. The original intention was to build a through line from Charleston across the mountains, and there can be no question of the fact that this is to be done. Work in this direction would already have been begun except for the financial stringency of the last few months, but while the plans of the company have been retarded, they have not been abandoned, and the Ohio River & Charleston road will ultimately be a through line."

With the sale of the system to the bondholders a large proportion of its debt is practically cancelled, and the new company will have much the same facility for extending and improving the road that Drexel, Morgan & Co. now have with the Richmond Terminal. When the Ohio River & Charleston is completed it will prove a great benefit to the South from a railway standpoint.

Co-Receiver for Georgia Central.

The bondholders of the Georgia Central have finally succeeded in having a co-receiver appointed for the system in the person of R. Somers Hayes, of New York. It will be remembered that during the litigation in June last Justice Jackson denied the petition to remove H. M. Comer, the present receiver, and the bondholders then decided to pursue another course. The appointment of Mr. Hayes is looked upon as the first step in a plan of reorganization which may be carried through by Drexel, Morgan & Co. in connection with Richmond Terminal. If this proves true, it is of the utmost moment to all interested in the Georgia Central, as it means that Drexel, Morgan & Co. believe the time has at last arrived when they can do something towards putting the Central on a stronger and more creditable basis. Mr. Hayes is president of the New York & Northern road, and until lately has been in the Richmond Terminal directory. He is considered a railway official of much ability.

Louisville & Nashville and South Carolina.

If the Louisville & Nashville does not obtain control of the Chesapeake, Ohio & Southwestern, there are many reasons for believing that it will soon have seaboard terminals at Charleston or Port Royal, S. C., and possibly both of these cities, reaching them by way of the Georgia Railway and the South Carolina.

The United States Circuit Court of Appeals at Richmond, Va., has just handed down a decision through Chief Justice Fuller ordering the sale to the highest bidder of the South Carolina, in the interest of the security holders. In June last it was noticed that several large sales of South Carolina Railroad bonds were made to New York brokers representing unknown parties. The demand was quite surprising and the MANUFACTURERS' RECORD in its issue of June 23 stated that the unknown parties might be representing the Louisville & Nashville. As the road must be sold under the hammer unless the case is carried to the United States Supreme Court, an excellent opportunity is afforded to purchase it for reorganization. The South Carolina connects with the Georgia at Augusta. As is well known, the latter is leased by the Louisville & Nashville jointly with the Georgia Central. It includes in all 721 miles of road, comprising the main line, the Atlanta & West Point and the Port Royal & Augusta. At present the Louisville & Nashville pays \$300,000 a year as its share of rental of the Georgia, which would cease if it obtained control of that combination, while the Georgia, if operated exclusively as a part of the Louisville & Nashville system, would reduce its deficit, which now amounts to nearly \$600,000, by reason of the increased traffic coming over it to the seaboard from the Northwest. The Atlantic seaboard would be reached by way of the Georgia Railroad to Augusta, thence to Port Royal by way of the Port Royal & Augusta and to Charleston by way of the South Carolina. The coming sale of the South Carolina will probably determine the whole matter and settle the question as to whether the extra \$5,000,000 issue of capital by the Louisville & Nashville was for the purchase of the Georgia system or not.

Decrease in South Carolina Earnings.

The reports of fourteen out of the thirty-four railroads in South Carolina for the year ending June 30, 1893, show how the lines in that State have been affected by business conditions and how rates enforced by the State railroad commission have cut down receipts. Some of the companies have fallen behind largely in receipts, although a few make a fair showing of profit.

Of the fourteen lines the following show an increase in net income for the year as compared with the previous twelve months: Central of South Carolina, Cheraw & Darlington, Florence, Georgia, Carolina & Northern and Northeastern. The increase on the Florence and Georgia, Carolina & Northern roads was due to combinations with other lines and to extensions. The largest increase outside of these lines was on the Cheraw & Darlington, \$25,000. The following decreases are shown, the income for 1892 being given first and for 1893 last. Carolina Midland, \$6,096.77, \$5,056.18; Hartsville, \$5,429.66, \$3,458.97; Manchester & Augusta, \$5,089.11, \$1,208.70; South Carolina, \$410,034.48, \$359,801.77; Wilmington, Chadbourn & Conway, \$8,771.86, \$937.79; Wilmington, Columbia & Augusta, \$204,726.21, \$126,526.31. The roads which have not made running expenses are the following: Charleston, Cincinnati & Chicago deficit, \$44,577.48; Palmetto deficit, \$1,609.48; South & North Carolina deficit, \$90.50. The several railway corporations

of the State have been endeavoring for a long time to have an increase in rates granted by the commissioners, arguing that the present schedule is forcing them to the verge of bankruptcy. The reports recently submitted would seem to indicate that there is good ground for the arguments made by the companies.

Mexican Railway Matters.

Advices from the City of Mexico are to the effect that heavy rains have fallen along the Tampico branch of the Mexican Central, causing a large amount of track and a number of bridges to be washed away. The pay car of the company has been caught in the flooded districts, and it will take some time before it will be able to reach the gulf port. The traffic on the Monterey & Mexican Gulf road has also been seriously interrupted on account of washouts.

The concession granted to James Sullivan in May, 1892, for the construction of the Colima & Guadalajara and the other lines covered by the concession to the Mexican National Construction Co. of July 5, 1886, have been modified by the extension of the time for completion of the Colima & Guadalajara to June 7, 1897, and for the others to June 5, 1902. Concession for the San Marcos & Nautla Railroad, granted to Felipe Martel on June 8, 1890, has just been changed as follows: The line is to be completed within nine years from date of promulgation of this present decree. Fifty kilometers at least of the railroad, in addition to the seventy-six already finished, must be constructed by July 4, 1896, and in each succeeding term of two years fifty more, but so that the entire line is finished by the time stipulated. The department will pay the \$6000 subsidy on the completed kilometers at the end of each fiscal year.

Quick Work in Railway Repairing.

The Louisville & Nashville was the principal railway sufferer from the great storm which recently swept over the gulf region. The portion lying along the gulf coast between Mobile and New Orleans was badly damaged at many points. A large portion of the Biloxi (Miss.) trestle was washed away, the Pascagoula bridge wrecked and the Scranton bridge destroyed. The washouts included several miles of track between Pascagoula and Scranton. All of the damage was on the New Orleans division, which is in charge of Superintendent Marshall. That official summoned bridge and repair gangs from all points on the system, and within twenty-four hours after the damage was done nearly 1500 men were at work making repairs. The section of twenty-one miles north of Mobile was repaired in three days. This included considerable bridge work. The repairs were practically completed on October 13 for the resumption of train service. Passengers have been sent to New Orleans over the Queen & Crescent while repairs were being made, and the sleeping-car service to New Orleans was maintained in the same way. While the damage to the Louisville & Nashville was extensive, the estimates of it have been exaggerated, and the principal loss has been that of traffic caused by the enforced delay.

C. & O.'s New Western Feeder.

With the completion of the Kanawha & Michigan Railway, now being constructed in West Virginia, the Chesapeake & Ohio will have a valuable Western feeder, and the Ohio territory will be brought into closer relations with Newport News. The Kanawha & Michigan controls nearly 200 miles of main line and branches, connecting with the Chesapeake & Ohio at the Gauley river in West Virginia. It traverses one of the richest mineral sections of this State, and is also an outlet for a thickly-

settled portion of Ohio. When the Kana-wha & Michigan and Chesapeake & Ohio are connected at the Gauley river and train service established, through trains can be run direct from Lake Erie to Newport News. It is understood that a special service will be instituted between Toledo and Newport News for winter tourists to Old Point Comfort.

Baltimore & Ohio's Export Trade.

The Baltimore & Ohio is preparing to develop its export business from the West. President William Johnston, of the Johnston Line of steamships that ply between Baltimore and Europe in connection with the Baltimore & Ohio system, recently had a conference with President Mayer, of the Baltimore & Ohio, also Vice-President Smith, Traffic Manager Harriott, General Freight Agent Duncan, of the Ohio & Mississippi, and General Manager McLaughlin, of the Continental Fast Freight Line. The conference was relative to Western business which the Baltimore & Ohio will obtain by its Ohio & Mississippi division, recently acquired in connection with the Baltimore & Ohio Southwestern. This line extends from Cincinnati to East St. Louis, Ill., giving the Baltimore & Ohio its St. Louis route; consequently the latter reaches a territory which will doubtless increase largely its ocean freight traffic. It is understood that more steamships may be added to the Baltimore line and additional facilities given for handling European business.

The Cotton Belt's Earnings.

The report of the St. Louis Southwestern, or "Cotton Belt," for the year ending June 30, 1893, gives the following figures: Gross earnings \$5,116,080.25, an increase over the preceding year of \$79,619.41; operating expenses, including betterments, \$4,281,832.87; increase over the preceding year \$457,538.30; net earnings \$834,247.38; increase over the preceding year \$22,079.91. The gross earnings for five years past were as follows: Year ending June 30, 1889, \$3,377,838.02; 1890, \$4,261,912.37; 1891, \$4,323,055.50; 1892, \$4,636,461.84; 1893, \$5,116,080.25. The directors of the company for the ensuing year will be S. W. Forlyce, W. B. Doddridge, Robert Moore and A. L. Wolff, St. Louis; Edwin Gould, M. Gernsheim, K. M. Galloway, Thomas T. Eckert and Winslow S. Pierce, New York.

To Extend the Texas Midland.

E. H. R. Green, general manager of the Texas Midland, has been in New York to complete plans for extending the Texas Midland from Roberts, its present terminus, to Paris, a distance of about fifty miles. At Paris it will connect with the Santa Fe and Texas Pacific roads. The Midland as built is fifty-two miles long, extending from Garrett to Roberts. It has been a branch of the Texas Central, which runs from Ross to Albany, but is now controlled by Mrs. Hettie Green, the capitalist, and her son is its manager. The extension will pass through northeastern Texas and parallel the Santa Fe route for much of the distance.

Official Railway Changes.

The following appointments have been made on the Atlantic Coast Line: E. B. Pleasants, engineer of roadway; M. W. Dvins and G. W. Britt, supervisors of roadway.

John Hennessy appointed superintendent of terminals of the Missouri Pacific in Kansas City.

B. P. Holland appointed general superintendent, and George M. Glazier, auditor, of the Virginia Beach Railway.

E. W. How has been appointed general Eastern agent of the Mexican Railroad, with headquarters in New York. Mr. How is well known in Southern railway circles,

and was formerly connected with the Mississippi Valley road. H. F. Baldwin has been appointed general Southern agent of the same line.

The Atlantic & North Carolina Co. has elected W. S. Chadwick, president; F. C. Roberts, secretary and treasurer, and S. L. Dill, superintendent.

Samuel W. Hunt, general live-stock agent of the Missouri, Kansas & Texas, has been succeeded by J. B. Sneed.

D. S. McClellan has been appointed general foreman of the Illinois Central shops at New Orleans.

Stockholders of the Georgia Midland & Gulf have re-elected J. E. Grannis, E. K. Lancaster, J. W. Alexander, Seaton Grantland, Charles L. Davis, J. F. Fournoy, A. Illges, T. M. Foley and T. J. Peare as members of the board of directors.

Western Maryland's Profits.

The directors of the Western Maryland Railway appointed by Washington county have rendered a report of the line's condition to the county commissioners, which is very encouraging. For the ten months ending July 31, 1892, the net revenue was \$244,234.33; for the period ending July 31, 1893, it was \$281,232.91, showing a gain of nearly \$40,000. The floating debt of the road has been somewhat reduced, and 100 freight cars and six locomotives added to the rolling stock.

Anti-Scalper Law Unconstitutional.

Judge Brashear, of the Texas District Court, has decided that the law recently passed in that State to prevent "ticket scalpers" from doing business is unconstitutional, and has dismissed the charge against Martin Mercer, of Houston, who was accused of violating it. This was a test case.

Railroad Notes.

THE Chattanooga Southern is advertised to be sold on October 16 to the highest bidder at Gadsden, Ala. The road was completed between the points named in 1891 and is eighty-six miles long. It is operated by a receiver, and the sale is supposed to be the first step in a reorganization by the bondholders, of which the Central Trust Co. of New York is trustee.

BUSINESS has increased so much on the Galveston, Houston & Henderson and Missouri, Kansas & Texas that each company has ordered two large locomotives. The Missouri, Kansas & Texas are of the double-compound type, and were made by the Baldwin Locomotive Works.

THE Florida Central & Peninsular has ordered 300 fruit cars to increase its facilities for shipping oranges this season.

THE total passenger earnings of the railroads in the State of Texas for the past year were \$5,110,000, against \$5,075,000 for the year before, an increase of \$35,000.

THE annual report of the Atlantic & North Carolina, in which the State of North Carolina is the heaviest stockholder, shows that the earnings for the last four years have increased \$132,000 under the present management. The operating expenses are about half the gross earnings. The company has paid a floating debt of \$56,000 and has a balance of \$54,000.

THE Athens Street Railway Co., of Athens, Ga., has gone into the hands of a receiver. George A. Mell has the appointment. The assets are \$69,000 and the liabilities \$46,000.

WHAT is known as the Battle Hill Street Railway in Atlanta, Ga., has been torn up by the Atlanta Consolidated Street Railway Co., which operated it. Litigation with the citizens living along the route caused the action.

THE mayor of Savannah has fined the Savannah Electric Railroad Co. \$2000 for neglecting to pave between its tracks, as required by a city ordinance.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department, on page 188.]

More Views About Colored Mill Help.

Since the publication in these columns of the views of leading Southern mill managers regarding the possibility of utilizing colored help for textile mill skilled work, we have received several other communications bearing on the same subject. Mr. S. Odenheimer, secretary and treasurer of the Lane Mills, New Orleans, La., writes: "We are not employing any colored help in our mill, nor do we think that such help could be utilized advantageously in cotton mills in the South, unless it were possible to dispense with white help and work them exclusively, as black and white would never work harmoniously together. Even if a mill could be equipped throughout with colored help, we would fear that lack of ambition, uncleanness and the low standard of education would debar them from becoming successful mill help."

Mr. W. J. Stevens, president of the Afro-Alabama Cotton Mill Co., of Anniston, Ala., a company that has been organized to build and operate a cotton mill entirely upon capital furnished by colored people and with colored help, writes us a letter upon the subject, from which we take the following extracts:

"The recent civil-service examinations and the carrying away of the Wanamaker medal speak in language that cannot be misunderstood of the negro's efficiency and capability in the mail service of our government. No one believes that it requires any more skill to be proficient in the work of our cotton mills than it does in Uncle Sam's mail service. The negro's proficiency there is admitted. I have an aged mother who learned the art of hand-loom weaving forty-five years ago as a slave in Georgia. She has often exhibited to friends in my presence an old counterpane woven by her, the artistic figure of which is proof enough of the negro's capabilities as a weaver."

"There seems to be an impression abroad that the negro as a laborer is not reliable and stable. Nothing could be further from the fact, especially when applied to the cotton-mill industry. The class of labor required in a cotton mill—women and children—is the most constant and regular of all labor. Let this be as it may, an unmistakable answer can be had only by an actual trial of negro labor in this class of work. I firmly believe that there is sufficient humanity, generosity and philanthropy among the American millionaires to put this question to a thorough test. I am forced to this conclusion when I glance at the enormous amount of money that has been and is now being expended by the humane for our education, for which our appreciation has no bounds. Having educated our heads, will not this same generosity aid us in an effort to educate our hands? Heretofore we came begging, but now we come as business men with an enterprise in establishing the negro's ability to operate a cotton-manufacturing mill from top to bottom."

A New Mill for Savannah.

Col. J. L. Whatley, of Savannah, Ga., returned from New England last week after visiting Boston and other cities. Colonel Whatley is president of the Southover Land & Improvement Co., and, in company with Mr. W. L. Wilson, one of the directors of the company, has been North to see what could be done with capitalists in that section to advance the interests of the company. As a result of their trip they have obtained an agreement from the American Promoting Co., of Boston, by which a sale is to be found for the stock

of the company when it is ready to be placed on the market. The American Promoting Co. agreed to undertake to find purchasers for a majority of the stock of the Southover Land & Improvement Co. on the condition that the company should be appointed the agent of the Southover's business. The Southover Land & Improvement Co. has been organized recently and has \$30,000 paid-in capital, the payments being made on the instalment plan. Their intention is to put up a 30,000-spindle mill to make a product similar to that which is now being made by the Savannah Cotton Mills. This will require a capital of \$250,000 to \$300,000, which the company hopes to raise in the New England States in the manner referred to above, or by some other good plan.

Cotton Trade of Memphis.

A little book issued by Mr. Henry Hotter, secretary of the Memphis Cotton Exchange, contains some interesting facts concerning the business of that city. During the past season of 1892-93 there were 427,370 bales of cotton received, as against 772,606 the preceding year and 723,120 the year before. The value of the cotton this last season amounted to \$18,492,299, as against \$28,632,778 in 1891-92 and \$31,144,778 in 1890-91. The average value per pound last season was 8.63 cents, as against 7.38 cents the year before and 8.48 cents in 1890-91. The average date of first frost in Memphis for the past twenty-two years is October 12 and of killing frost October 27. During the past season 58,006 bales were landed by steamers, the smallest proportion for many years. The capital of the various banks in the city amounts to \$5,580,000 and of insurance companies to \$1,015,000.

Southern Textile Notes.

A LARGE addition, practically a new cotton mill, will be built by the Warwick Cotton Mills, of Augusta, Ga. Mr. Frank Clark, president of the company, states that the new building has already been started and will be pushed to completion as rapidly as possible. About 150 looms will be put in for the manufacture of plain brown four-quarter goods. The Warwick Company has heretofore produced yarns only.

ACCORDING to reports from Montgomery, Ala., that city is to have another cotton-manufacturing plant next year. It is said that plans are being matured and preparations made for this purpose by a number of prominent business men of the city. Site has been obtained, engineering estimates made, and the erection of the necessary buildings is expected to commence very soon.

THE Mt. Vernon Cotton Mills at Woodberry, Md., are now running four days a week until further notice.

MR. L. E. GIBNEY, proprietor of the Ouchita Cotton Mills, of Arkadelphia, Ark., in a recent trip to Pine Bluff sold 15,000 yards of domestic goods to merchants in that city. Mr. Gibney is interested in the subject of building a cotton mill at Pine Bluff, and later on he may make some decided movement in the matter.

THE Portsmouth (Va.) Cotton Manufacturing Co.'s directors held a meeting last week and decided to build its mill at once. A plant of 6000 spindles to turn out fine yarns will be put in at first, and when in successful operation looms will be added to weave the product. The Charlotte Machine Co., of Charlotte, N. C., has been given the order for drawing plans and specifications for the new mill, with instructions to commence at once.

MR. C. E. W. DOW, agent of the Metallic Drawing Roll Co., Indian Orchard, Mass., paid us a pleasant visit on his way South a few days ago.

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BALTIMORE, OCTOBER 13, 1893.

IN a recent issue of the MANUFACTURERS' RECORD the Acadia Rice Milling Co. was erroneously located at Crowley, La. It should have been Rayne, La.

ONE of the somewhat unlooked-for results of the wreckage of river phosphate-mining plants in South Carolina is the increased attention that is being devoted to land mining. By reason of the refusal of the State authorities to reduce the royalty on river rock there is a prospect that some of the larger river operators will now turn their attention to land mining. If this be so, Florida miners will find much stronger competition from South Carolina land rock than they have hitherto experienced.

THE direct-trade jubilation at Port Royal on Monday last, a full account of which appears elsewhere in this issue, was an occasion of much interest and significance. It marked the establishment of a regular line of ocean steamers to ply between foreign ports and a Southern port, one of the best harbors on the Atlantic coast. The Port Royal & Augusta Railroad, freed from its lease to the Central Railroad of Georgia, gives promise of ability and purpose to sustain the trade of Port Royal and become a most important factor in the development of that place. Endowed with great natural resources, Port Royal presents possibilities of enormous development which for years have been held back by unfortunate conditions.

THE Traders' Protective Association of St. Louis, Mo., have decided to erect a hotel instead of a society building, as first contemplated, believing that a hotel will yield a better income. There is an idea in this worthy of consideration. Many organizations which have funds to invest seem to think that a temple, hall or office building is the only kind of structure for which their money could be used. In many towns of the South a good hotel would pay a fair rate of interest on the investment, because it is actually needed, while halls are not always a good investment by any means. If organizations having full treasuries would use their contents in building more hotels and stores,

they would realize more profit and at the same time effect a marked improvement in the place where the building is erected.

A Way to Advertise the South.

An excellent opportunity to display and advertise the resources and attractions of the South is now offered by the presence of so many representatives of foreign governments at the Columbian Exposition. Over 100 people from every part of the globe are in Chicago acting as commissioners for the countries from which they come. Besides these, thousands of Europeans are also visiting the fair unofficially. These commissioners are from such countries as the South American republics, Denmark, France, Germany, Great Britain, the West Indies, Central America, Canada, Australia, China, Japan, Persia, Russia, Sweden, Spain, Italy, Turkey, Africa and Australia. They are here not only to represent their governments, but to study the United States and its people, politically, socially and commercially. When they return to their homes they will report on what they have seen in the country they have passed through. These reports will, so to speak, be as so many advertisements for the States noted in them.

Here is the point. Why should not some effort be made to have them visit the South before they leave the United States. The boards of trade and other bodies in the several cities could easily co-operate in arranging a tour from Maryland to Texas by special train, under the guidance of a committee from each State. Stops could be made in the principal cities and in localities where the mining and manufacturing industries are so strikingly shown, in the agricultural and other sections which offer special inducements for immigration, at phosphate beds, in the cotton and tobacco sections, in the trucking and fruit-growing regions; in short, at a hundred points of interest where the resources, advantages and development of the South would create an impression in the minds of the visitors which they would carry with them to their native countries.

We need not dwell on the benefit this visit of the foreign commissioners would be to every State through which they pass. Every business man, every manufacturer and every farmer can appreciate its importance. Let the Chamber of Commerce or Board of Trade in Baltimore, Richmond, Charleston, Atlanta, New Orleans or Galveston take the initiative in calling a meeting for the purpose mentioned and the other business bodies would speedily follow up the matter. The railroad lines would doubtless do all in their power to help the project. The city of St. Louis has already secured a visit from them. Have them see what the South offers to settlers and home-seekers.

The Dauphine Island Railroad Project.

The projected railroad from Mobile, Ala., to Dauphine Island by way of Cedar Point seems as though it might now become more than a possibility. Many years ago a charter for this road was secured and some work done on it, but some Mobile people, fearing that such a project would take all the shipping trade from the city and convert the

latter into a way station, opposed it, and since then it has been dormant. Some enterprising men have recently interested themselves and, it is said, secured the co-operation of certain English capitalists, who have had a careful examination of the route made by a competent engineer, and, upon his favorable report, have practically agreed to undertake the work. The route leads down the western shore of Mobile bay to Cedar Point, a neck of land jutting out between Mobile bay and Mississippi sound on Mon Luis Island. From here to Dauphine Island the road would have to be built on piles, excepting at Grant's Pass, the only deep channel connecting Mobile bay with the sound. The entire distance from Cedar Point to Dauphine Island does not exceed three miles, and, with the exception of the pass, is over very shallow water. Reaching Dauphine Island, the road will pass along its northern shore to a point near Fort Gaines, and here an extensive breakwater will be built.

A glance at a map of Mobile bay shows Fort Morgan on the east and Fort Gaines on the west side of the entrance to the gulf. At present vessels of heavy draft take part of their cargo on at Mobile, then pass thirty miles down the bay to Fort Morgan and there finish loading from lighters. At this point there is a better natural harbor than off Fort Gaines, but the construction of a breakwater and some slight improvements at the latter point, combined with the advantage of rail transit to Mobile, and thence over the Louisville & Nashville, Mobile & Ohio or East Tennessee systems to various points, will make this one of the best ports in the country.

To Mobile its importance is manifestly great. Dauphine Island would hardly be a satisfactory point on which to start a city to rival the older one, and with such a short distance between, only about thirty-four miles in all, it is more than probable that Mobile will be a great gainer by its port. Notwithstanding the improvements made by the government in the channel to Mobile, it is in anything but a satisfactory condition, and the mere fact of having to make a 30-mile run through a channel which at its upper end is impracticable to sailing vessels when there is a northerly wind, thus necessitating the expense of tugs, is in itself enough to prevent the present port from growing so rapidly as is desirable.

This new enterprise deserves every encouragement. It will help build up our gulf trade. Already Mobile has several lines of steamers and a good share of sailing vessels, but the proposed harbor, almost at the gulf, with an abundant depth of water—twenty-four feet over the outer bar—will increase this trade tenfold and with it the wealth and prosperity of the city.

Apart from its carrying trade between Dauphine Island and Mobile, the road will pass through what is known to be a remarkably fine trucking region, which will undoubtedly be developed, since connection will be made with roads running to Northern and Western markets.

Florida's Great Orange Crop.

The startling rate of increase in the Florida orange crop is creating several interesting questions about the future of this industry, and both growers and

dealers are now beginning to ask what will be done with the crop a few years hence if the present rate of increase shall continue. The crop since 1884 has been as follows:

Year.	Boxes.
1885.....	900,000
1886.....	1,250,000
1887.....	1,450,000
1888.....	1,900,000
1889.....	2,150,000
1890.....	2,400,000
1891.....	3,750,000
1892.....	3,450,000
1893 (estimated).....	4,500,000

In seven years the crop of Florida oranges has increased threefold, and if this rate shall continue we shall see Florida producing nearly 15,000,000 boxes in the year 1900. There is every reason to believe that the crop will increase as rapidly as it has in the past; in fact, the increased acreage devoted to orange groves indicates that the production of oranges will increase even more rapidly than it has in the past few years. In the last three years the number of new trees set out has been greater than the number already growing, more than doubling the groves. Making allowance for the large number of trees that have not reached the bearing age, it does not appear unreasonable to expect that the crop will reach upwards of 20,000,000 boxes by 1900, unless some unforeseen disaster shall largely reduce the productive area.

In recent years we have several times seen the orange markets of this country glutted with Florida fruit. What, then, will be done with 20,000,000 or even 15,000,000 boxes a few years hence? This is a question that confronts the orange growers of Florida, and they already recognize that the future needs some consideration. The natural increase in American consumption of fruit consequent upon our growing population will absorb a considerable part of the increased crop of oranges, but it cannot be expected that the American taste for fruit will undergo sufficient expansion in the next six or seven years to make use of all the great orange crop that appears in the near future.

The idea of making a foreign demand for Florida fruit, which has been much discussed in former years, is receiving more attention this year than ever before, and it is in this direction that the principal relief from prospect of a glutted home market seems to lie. Methods of handling the Florida orange crop have been greatly improved in recent years, and trade conditions have been materially improved by organization, so that the industry is now in good shape to undertake systematic solution of the question of disposing of the future great crops. A large quantity of Florida fruit will go to England this season under favorable conditions, and a very vigorous effort will be made to gain a sure footing in that market. An Amsterdam merchant, who called on us a few days ago, advises us that there should be a market in Holland for our oranges, as there is for our other fresh and prepared fruits. Florida oranges are not much known as yet in the English market, and the English taste has not yet been educated in this direction, but the infinite superiority of the Florida orange will soon demonstrate itself and win favor that will ensure its future. With a sure foothold in the principal foreign markets there need be no fear of an overproduction of oranges, for there will be a demand for all our growers can supply.

CORRESPONDENCE

Alabama Industrial Notes.

BIRMINGHAM, ALA., October 9.

Editor Manufacturers' Record:

The First National Bank has reopened after having been closed since August 2. The amount of deposits locked up was about \$800,000. Up to the date of the bank's suspension Birmingham had hardly felt the crisis and the feeling already is much better.

The furnace at Trussville has recently blown out. It is announced that one of the Woodward furnaces will be blown in this week. The other is being relined.

Efforts to start up the rolling mill here and at Bessemer are being made, though the conditions of the market are so far an efficient check.

The rolling mill at Fort Payne has again gone into operation. C. CORY.

Arkansas Notes.

HELENA, ARK., October 9.

Editor Manufacturers' Record:

The stockholders in the Louisville, New Orleans & Texas Railroad of Arkansas held their annual meeting at Helena on October 7 and elected the following gentlemen directors for the ensuing year: J. J. Horner, M. L. Stevenson, M. Gilleas, James M. Edwards and B. B. Waddell. The board of directors organized by the election of James M. Edwards, president; B. B. Waddell, vice-president; W. G. Brewen, secretary. This road is a part of the Illinois Central system and includes the transfer terminal grounds and sidings to the various industrial plants in Helena.

The Illinois Central Railroad, which now includes the Louisville, New Orleans & Texas Railroad, delivered at the port of New Orleans out of the crops of 1891-92 and 1892-93 1,522,150 bales, being a fraction less than one-tenth of the entire crops of the United States for those years. This does not include cotton carried north to Memphis by that great system.

The report is out that the Litchfield Car Works will move South. Memphis offers to donate fifty acres of ground for the site of the factory should the works be moved there. Helena offers to donate 1000 acres and supply the company with miles of lake for log booms and railroad sidings from Illinois Central and Missouri Pacific systems.

The Business Men's League of Helena has called a meeting of the people of the city and county to give expression to the sentiment in that part of the State in relation to the non-action of United States Senate. This is in response to a call made by the New York Board of Trade for sentiment on the subject.

The two great compress and storage plants at Helena have consolidated for the season's business and will be operated under one management.

D. H. Crebs's ginning plant has been rebuilt and is now in operation.

Florida Fruit Exchange.

The first business meeting of the board of directors of the Florida Fruit Exchange since June last was held at Jacksonville, Fla., on the 5th inst. General Manager Ives presented a report of the business handled since last meeting. The report shows that during the summer 10,684 crates of pineapples were sold by the exchange. The gross sales amounted to \$52,643, and the net amount paid to the growers, free of all expenses, was \$33,806. The proportion of the crop handled by the exchange was about one-third. A full report of the arrangements made for European shipments was also presented. The report shows that the best service is to be obtained, and that the fruit will be handled at Liverpool by reliable and experienced agents. The exchange received a cable message on the 6th inst. from Liverpool stating

that the first shipment of oranges, of September 21, sold in that city for an average price of thirteen shillings per box. The prices ranged from eleven to sixteen shillings.

Profitable Fruit Culture in Arkansas.

By J. A. Foote.

When the St. Louis & San Francisco Railroad was built through the northwest corner of the State of Arkansas, it opened a section of country which has proven a surprise and a delight to all traveling through it—a surprise because it differs so materially from the generally accepted idea of Arkansas, and a delight because of its picturesqueness, its clear running streams and its salubrious climate. One finds here neither the cotton field nor the negro, but a thrifty industrious class of white people and a fruit and grain-producing country. Within the past few years people from many parts of the Union have settled here, but it yet remains for many thousand homeseekers to find here comfortable homes and remunerative business. To Northern and Western people this country is particularly attractive, and many are already here from Kansas, Nebraska, Iowa, Minnesota and other States. They have found a relief from severe winters, protracted drouths and devastating storms. In this great Southland of ours with its unequalled resources, there is no part of it that offers greater advantages to the average homeseeker than this. Within its borders today may be found a class of people contented and prosperous, and perhaps less disturbed by the existing financial troubles than any other part of the Union. The farmers, as a rule, do not find it necessary to go in debt and business failures are almost unknown. While severe drouth has prevailed in many localities, the rainfall here has been abundant and crops are good.

For the benefit of those who are now looking towards the South for future homes I submit the following interviews:

Mr. D. Wing, of the firm of D. Wing & Bro., says: "In the summer of 1882 I incidentally learned through a friend of mine who was connected with the building of the railroad through northwest Arkansas of the fine apples grown in that section. The crop that season in western New York was almost a total failure. With my brother I was at that time engaged in the fruit-evaporating business and we decided to investigate the Arkansas country with a view to locating our evaporators there. On the 4th of July my brother Stephen left Rochester and reached Rogers, Benton county, Ark., on the morning of the 6th. On the afternoon of the same day he telegraphed me that the prospect was good for a heavy yield of fruit. As rapidly as possible I shipped our machinery, and we erected in different parts of the county nine evaporators. We bought and evaporated that season over 100,000 bushels of apples.

"We were much pleased with our move, and our business was a great benefit to the country, consuming a great deal of fruit that otherwise would have been lost. We decided to remain in the country and bought land, partially improved, at \$25.00 per acre, which we began at once to set in fruit trees. From that time to the present we have continued here in the evaporating business and from time to time have increased our orchard. In addition we now have eighty acres devoted to the nursery business, and our business in this line has been most satisfactory. We have filled large orders from dealers in the East, who regard our stock as something extra.

"Our orchard is paying us well, many of our trees this season yielding us four barrels per tree of good shipping apples. These apples we sell readily in the St. Louis market at \$3.00 per barrel. They are mostly of the Mammoth Pippin variety,

which is unquestionably one of the finest apples grown. They are uniformly large, in color a light yellow, and of unsurpassed flavor. It is one of the apples which have made this country famous. We will add 1200 trees of this variety to our orchard this fall. Our Ben Davis, Wine Sap and other good winter-keeping apples we will gather soon, and expect to place several hundred barrels in cold storage to hold over till next spring.

"We have found the cost of keeping up and caring for an orchard to be light compared with the cost in other sections. We have cultivated the land between our young trees in raspberries, blackberries and strawberries. These fruits grow here to great perfection, and we get them into the Northern and Western cities at good prices. We have had good results from our peaches, of which we have about forty acres. We believe that no part of the Union produces better peaches than this. We would not hesitate to advise all who want to engage in the fruit business to come to northwest Arkansas."

Mr. D. C. Githens moved to Rogers, Benton county, Ark., from Des Moines, Iowa, in the fall of 1887. He says: "It was chiefly on account of health that I made the change. My wife and I found the winters too severe in Iowa, and both rapidly regained our health here and decided to make this our permanent home. I bought a farm near the town of Rogers at \$25.00 per acre. The land has doubled in value. I am cultivating it in corn, wheat, oats and grass. I have never seen a country where clover does so well, and I get splendid crops of hay from ground that I have never seeded, the natural growth being luxuriant. This crop, like my clover, yields two cuttings in a season, but when I do not cut it the second time it gives me a good pasture throughout most of the winter for my cattle. My land in wheat yields twenty bushels to the acre, and I will gather fifty bushels of corn per acre this fall. I have a few acres of bearing orchard. In 1890 I sold from three acres \$365 worth at fifty cents a bushel. I like this country very much. The winters are mild and the summers delightful. I could not be induced to return to Iowa."

Mr. J. S. Burnham lived in Washington Territory twenty years and moved from there to Shackelford county, Texas. Not altogether pleased with that country, he came to Benton county, Ark. He says: "I paid \$30.00 per acre for my farm of 100 acres, a mile north of Rogers. With the improvements I have put upon it I value it today at \$100 per acre. My young orchard is paying me \$50.00 per acre, and I am getting splendid crops of corn, oats and hay. I prefer this country to any I have ever lived in."

Mr. C. J. Eld, from northern Iowa, has been a resident of Benton county for several years. He bought an improved farm of eighty acres two miles east of Bentonville, paying \$75.00 an acre for it. His orchard of twenty acres has been increased to about sixty. His apples in 1892 brought him over \$4200. In three years from the time he bought his place he had sold apples enough to pay for it. Mr. Eld is a believer in Benton county apples and gives little attention to anything else.

These are a few among many who can furnish similar testimony. In the counties of Benton, Washington, Madison, Boone and Carroll, which counties are properly northwest Arkansas, there is much valuable unimproved land which can be bought from \$2.50 to \$5.00 per acre. These lands are fertile, well watered and in some localities covered with a rich growth of pine, white oak and other varieties of timber. These low-priced lands afford an opportunity for safe and profitable investment, and it requires but a few acres well cultivated in fruits to yield a comfortable living for any family.

Mr. D. D. Ames, of Avoca, who formerly lived in Ohio, came to Benton county in 1881. He says: "When I came to Arkansas I was entirely without means. I bought a small piece of rugged hill land on a credit, and with my own hands cleared it, fenced it and set it in strawberries and raspberries. I now have ninety acres in fruits. This land has cost me from \$2.50 to \$10.00 an acre. My berries pay me so well that I would not take \$100 an acre for the land. I have several seasons realized this amount and more per acre from a single crop of berries; and some of my best fruits are on hill-sides, which looks very uninviting to those unacquainted with the productiveness of this land. I have realized \$2700 net profit from twenty acres of strawberries. From four acres of Snyder blackberries I sold this season 217 crates at a net profit of \$1.35 a crate. My advice to men who have but little means to begin with is to come to this country and engage in fruit-growing."

The citizens of Rogers have prepared an attractive little book entitled "Northwest Arkansas, the Banner Apple Country of the World." I will take pleasure in mailing this book free to any address on receipt of postage. The names of the gentlemen given above may be freely used by those who care to correspond with them, and I will be glad to answer any inquiries myself concerning the country.

Rogers, Benton county, Ark.

GENERAL NOTES.

Brief Mention of Various Matters of Current Interest.

THE Carbon Hill & Lost Creek Coal Co., of Jasper, Ala., is now paying off its hands promptly and will shortly need more workmen.

THE Riverside Iron Co.'s steel plant and tube works at Benwood, W. Va., resumed operations on October 3, giving employment to 1000 men.

It is estimated that the orange crop which will be shipped this year from the district around Orange City, Fla., will amount to 75,000 boxes.

OUT of all the counties in Texas 180 report an aggregate increase in taxable values of \$23,110,183 for the year 1892-93 as compared with the previous year.

THE Locust Point Iron & Steel Co.'s tinplate mill at Locust Point, Baltimore, Md., has been running steadily day and night all summer, turning out 1000 boxes of 112 pounds each per week, for which a ready market is found. New rolls are being put in the plant.

THE Philadelphia-Jacksonville Steamship Co., which is to put the steamer Brixham and another ship on during the orange season between Jacksonville, Fla., and Philadelphia, beginning on the 15th, has secured satisfactory wharf accommodations. Capt. Charles P. Dickman has located the terminal facilities of the line at the wharf of John Clark, Son & Co. at the foot of Newnan street, with ample warehouse and storage-room. The ships will be run every week for a period of four months.

THE South Baltimore Car Works at Curtis Bay, near Baltimore, Md., has gone into the hands of receivers on account of the financial stringency. The receivers are F. C. Latrobe and Chas. T. Crane, secretary and treasurer of the company. The total indebtedness of the concern is placed at \$294,624 57, while its assets are \$617,181. The entire plant will be put in operation when the necessary legal steps are completed and business improved. A large contract for cars is now in hand. When in full operation 800 hands are employed.

PHOSPHATES.

Phosphate Shipments from Fernandina.

The movement in phosphate rock at the port of Fernandina, Fla., for the month of September was quite active, but the delay in the arrival of tonnage restricted operations to some extent. The total shipments were 8440 tons, and since January 1, 1893, 82,308 tons. The month of October promises to be one of unusual volume in shipments of phosphate. It is estimated that 18,000 tons will be cleared from this port during the current month, and the stock on hand on the 7th inst. was 9127 tons. The charters reported for October are as follows: By the Cie des Phosphate de France, steamships Oaklands, Norlands and Swedish Prince; by the Dunnellon Phosphate Co., steamship Moorish Prince and steamer not named; by the Illinois Phosphate Co., ship Cyanus; by the Land Pebble Phosphate Co., steamship Snilesworth. Messrs. John G. McGiffin & Co in their last circular report the shipments of phosphate from port of Fernandina for September as follows:

September 16—Steamship Sylt for Stettin, by Cie des Phosphates de France, 902 tons.

September 18—Steamship Carib for London, by Dunnellon Phosphate Co., 1602 tons.

September 27—Schooner E. L. Cottingham for Cartaret, N. J., by Land Pebble Phosphate Co., 696 tons.

September 27—Steamship Red Jacket for Hamburg, by Anglo-Continental Guano Works, 2620 tons.

September 30—Steamship Ramillies for Marseilles, by Cie des Phosphates de France, 2620 tons.

The following steamships have cleared during the current month: The Moorish Prince with 3320 tons for Gottenburg and Stockholm, the Oaklands with 2620 tons for Hamburg and the Swedish Prince with 1950 tons for Stettin; total 6900 tons to date. A feature in the dispatch of vessels is the rapidity in loading. The Red Jacket cleared on the 27th ult., and was loaded with a full cargo of 2620 tons in two and a-half days. The deepest draft of any of the vessels clearing in September was eighteen feet five inches, and the lowest draft fifteen and a-half feet.

Port Tampa Phosphate Movement.

September 19.—Arrived—British steamship Cape Comino, now being loaded by the Cie des Phosphates de France.

September 23.—Sailed—Schooner Hugh Kelly with a cargo of 1098 tons of pebble phosphate from the Bone Valley Phosphate Co., for Philadelphia.

A Monster Suction Dredge.

River miners in Florida, who have some pretty good-sized dredges, will open their eyes wide at this description of an English suction dredge taken from *Engineering News*:

"A suction sand dredge with a capacity of 4000 tons per hour has been built by the Naval Construction & Armaments Co., of Barrow-in-Furness, England, for work on the Mersey bar, near Liverpool. This is claimed to be the largest dredge in existence. The sand-pumping machinery consists of two centrifugal pumps with 36-inch suction and delivery pipes. These pumps are on each side of a well and draw from a T-head at the top of the suction pipe, and around this head as a trunnion the tube can be raised or lowered to suit the depth of the water and a ball-and-socket joint gives a certain amount of lateral motion. The suction nozzle is turned over at the bottom with its aperture almost at right angles to the axis of the tube.

"The hull of the dredge is 320 feet long

by forty-six feet ten inches wide, with a depth of twenty feet six inches, and the loaded draft is sixteen feet four inches. She has twin-screw engines and a speed of ten knots loaded. The sand is pumped into hoppers, and on a recent trial on the Mersey these hoppers were filled at the rate of 100 tons per minute. The designing engineer was Mr. A. Blechynden, chief engineer of the company referred to."

Florida Needs a Complete Survey.

In his annual report for the fiscal year ending June 30, 1893, the surveyor-general of Florida makes the following reference to the mineral (phosphate) lands of that State: "The increasing attention which is being paid to the mineral lands of this State, especially with reference to phosphate lands, and the increasing value of desirable lands in the southern portion of the State for agricultural and horticultural purposes, would seem to indicate the desirability in the near future of completing the surveys of the State. The phosphate industry of the State is increasing very rapidly and is assuming large proportions, no less than 100 companies having filed articles of incorporation with the secretary of state."

Phosphate Markets.

OFFICE MANUFACTURERS' RECORD, BALTIMORE, October 12.

There is very little doing in phosphates among the local trade, but there is considerable activity among out-of-town buyers. Manufacturers of fertilizers are not buying at the moment, but they will likely enter the market very soon, as values show an advancing tendency. At points of production the feeling is improving daily and holders are generally asking outside figures in Florida mining sections. River pebble 60 per cent. rock is quoted \$5.00, 65 per cent. \$5.50, and 70 per cent. \$6.00 f. o. b. Tampa and Charlotte Harbor. Stocks are mostly contracted and forward months cleared up, while the first half of 1894 is sold up in all grades. Advices from South Carolina are also more encouraging and the mining of land rock is being pushed with considerable energy. Several companies that have been dormant for some time are about to resume mining operations, and while the product of river rock will be light under present restrictions, there will be a large increase in the output of land rock. Values continue very steady at \$5.50 Charleston, \$5.00 Ashley river and \$5.25 Ashepoo. There is a good demand at Baltimore for vessels and rates are very firm. Messrs. A. L. Tavean & Co. report the following charters for the week: Bankentines James W. Elwell and Lizzie Carter, Tampa to Baltimore; schooner Ernestine, Tampa to Alexandria, Va., and the schooner Hugh Kelly and barkentine James Judd, just cleared, Tampa to Philadelphia. Late European advices report the phosphate market quite active and buyers are reported bidding for latter half of 1894.

FERTILIZER INGREDIENTS.

The market for ammoniates continues fairly active, with prices firm and hardening. There was rather less inquiry, however, during the past week, buyers deeming the advance too sharp and trusting to a waiting policy to secure more attractive figures. The hog crop is light and killing will be small for the next four to six months. The offerings of meal continue light and supply moderate. Nitrate of soda is firm, with a fair demand and supply. The following table represents the prices current at this date:

Sulphate of ammonia.....	\$ 3 30@	\$3 50
Nitrate of soda.....	1 37 1/2@	2 00
Hooft meal.....	2 50@	2 60
Blood.....	2 75@	3 00
Azotine (beef).....	2 30@	2 50
Azotine (pork).....	2 30@	2 50
Tankage (concentrated).....	2 30@	2 40
Tankage (5 and 20).....	\$2 40 and 10 cts.	
Tankage (7 and 30).....	22 00@	23 00
Fish (dry).....	24 00@	
Fish (acid).....	14 50@	

CHARLESTON, S. C., October 9.

Notwithstanding the restriction upon the phosphate trade, caused by the late cyclonic disturbance, there is a fairly active movement in progress at points of production in this State. The land-mining companies are at work and placing their product upon the market, while holders of rock are generally firm in their views and ask outside figures. There is no river rock up n the market, and it is said that active preparations are in progress for a resumption of mining operations by most of the leading companies. The phosphate interests of the State are of a most valuable character, and referring to the table below, it is not probable that miners will relax their energies to any extent:

	Charleston. 1892-93.	Beaufort. 1892-93.
Foreign.....	175	177,893
Coastwise.....	121,939	96,720
Interior.....	39,342	12,500
Consumed.....	155,000	15,000
Total tons.....	316,456	302,113

The offerings at the moment continue moderate, but the market is more steady under a better demand from Northern and Eastern cities. Dried rock is quoted \$5.00 to \$5.50 f. o. b. Charleston, and \$4.50 to \$5.00 Ashley river. Ground rock is firm at \$7.50 to \$8.00 f. o. b. in bags. The clearances of rock from this port for the past week were 290 tons by New York steamers and 734 tons per schooner D. K. Baker; for Baltimore the schooner M. Luella Wood took 800 tons, and the schooner E. A. Baizley cleared for New York, N. J., with 600 tons; total 2424 tons. The total shipments since September 1, 1893, aggregate 8125 tons of phosphate rock and 300 tons of ground rock, against 14,586 tons of crude and 200 tons of ground rock for the same period in 1892-93. Crude phosphate rock to Baltimore is quoted \$1.80, present freight rate.

Phosphate and Fertilizer Notes.

CAPT. T. R. DUNN, general manager of the Virginia-Florida Phosphate Co., states that the company will resume operations this week with a full force of men. The company has been closed down for two months awaiting the outcome of the financial question. The recent rise in pebble has produced a general revival of business with nearly all the phosphate companies in the pebble districts.

THE British steamship Craigmore, which cleared from Savannah on the 3d inst., had among her cargo 746 tons of phosphate rock valued at \$7460.

MR. W. K. JACKSON has purchased a tract of phosphate land, with mining privileges, on the lake outside of the town of Inverness, Fla., for which he paid \$500 per acre. Mr. Jackson will put in a mining plant at once and begin operations on an extensive scale. The machinery is on the ground and work will be pushed forward with dispatch.

THE National Peace River Phosphate Co., near Bowling Green, Fla., started up last week. This company is taking pebble from the new pit, and will push forward the work with considerable activity during the winter. The plant is now in good shape and has all the latest appliances for mining phosphate.

THE steamship Oaklands left Fernandina on the 5th with 2600 tons of phosphate rock from the French Company. On the same day the Moorish Prince went to sea with 2200 tons of rock from the Dunnellon Company.

THE barkentine James Judd cleared from Port Tampa last week for Philadelphia with 1200 tons of pebble phosphate.

THE French Phosphate Co., near Anthony, Fla., has several other improvements in its plant under consideration. Its

most important work, however, is to lower the rate of freight on its rock to the seaport, and this involves the building of a railroad from its mines to a point near Gainesville, on the Ocklawaha, where it will connect with the projected air line. This road will be only about eight miles in length.

THE Stranathan, Maryland and Central Florida phosphate companies, mining in the Anthony region, are expected to resume operations at an early date. The machinery of these companies is in first class condition and can be started on the shortest notice.

A NEW grinding plant has just been erected in the Anthony region, near Sparr, Fla., by Capt. W. M. Ross, the agent of the W. T. Adams Machine Co., this making the third grinding plant operating in that region. The grinder is an improved Alsing mill, and the experimental work done with it thus far indicates that it will grind the rock rapidly and satisfactorily. Mr. Ross's enterprise will be directed mainly to the preparation of ground phosphate for the use of cotton-raisers in Mississippi and neighboring States.

THE washboat of the Pharr Phosphate Co., of Bartow, Fla., is nearing completion, and Messrs. Hughes & Chisolm, of Charleston, S. C., who furnished the machinery, expect to be ready to wash rock in a short time. The machinery has all been erected under the supervision of Mr. W. L. Todd, the efficient engineer of the firm of Hughes & Chisolm.

Enterprise at Memphis.

The Chickasaw Land Co., which has a large tract in the suburbs of Memphis, Tenn., is negotiating for the removal of the Litchfield Car Works to that locality. This company is now operating at Litchfield, Ill., and employs nearly 500 hands, representing a population of over 2000 people. The Chickasaw Company offers the Litchfield people fifty acres of land for a building site and to sell enough of its land to secure \$125,000 cash, which will be given to the newcomers. The proposition seems to be very liberal, but it is understood that if the car works are removed several other large industrial plants will locate also at Memphis. The Chickasaw Land Co. believes that with the settlement of several hundred families on the tract it will have no difficulty in disposing of lots at a good profit to the many who will want to own their own homes. It is reported that the negotiations with the Litchfield Car Works are about closed and that they will be successful.

Whaleback Steamers for Mexican Coke Trade.

The Johnston Steamship Co., which maintains a weekly service between Baltimore and Liverpool, has established a line between Liverpool and Philadelphia. The steamer Nessmore, of the Baltimore line, which left Liverpool on the 30th ult., will be the pioneer vessel of the new line. The same company is also perfecting arrangements for running a special line of vessels between Liverpool, Baltimore and various United States ports to Tampico, Mexico, in the coke trade. The service is to be performed by whaleback steamers now being constructed for the Johnston Line. A company has been formed at Tampico under the title of the Tampico Terminal Co. for the purpose of establishing a large coke and coal wharf at Tampico in conjunction with the Johnston steamships. The company have leased land from the Monterey & Gulf Railroad, and is said to have arranged to construct a wharf thereon.

THE sales of the Eagle and Phoenix Mills at Columbus, Ga., for twenty days of last month amounted to about \$90,000.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Markets for Cottonseed Products.

NEW YORK, October 11.

Take the cottonseed-oil trade throughout, there has been less done in the past week, both at Eastern and Western consuming markets, than at any time since the beginning of the new crop season. Our local distributing centres have not, for that matter, had material buying interest through several weeks, but the West had been anxious to secure the early marketings of the new crop, and its lapse into dullness is at present noteworthy. There is a marked falling off of orders for compound lard from European sources, and the refineries are now here and there reported busy only in filling contracts that had called for future deliveries, and for which they had provided the oil.

The situation is this: When the foreigners again buy compound lard freely the demands for cottonseed oil will come up in good form, since the West will be short of a supply, as it has had only moderate quantities to draw upon for a long while, while it is known also that the Eastern consumers would have unimportant holdings of oil as against new material wants of their products. The general lull that has been observed over business in oil has affected slightly its price, and more especially where there have been orders to sell. An order appears from an exporter occasionally for a lot of about 100 barrels, and when this demand prevails the holder can be a little independent over a selling rate, but to force any quantity upon an unwilling market necessitates the modified views.

Any export business is from north European ports. It does not look as though the Mediterranean will be at all hurried in buying movements, but will rather wait to see what England can do in the way of competition for its trade. England received last year a larger portion than usual of the Mediterranean trade, because it was able to offer to it a suitable off-grade oil at a much more satisfactory price, and while at present it cannot offer much of a supply, its crushing of Egyptian seed will begin rather freely by the close of this month, and against which and the prices to be made the markets there hold off.

There is now scarcely any doubt that most of the early pressings in this country will be from inferior seed, and that off-grade oils will be much more generally on offer than through last year's fall months. There is hope, however, that later outturns will give a better class of goods. With an ordinary trading, which would seem probable in the near future, there would be no reason why prices should not have firm support. The make of oil is gaining every day and surplus lots are likely to appear at any time, but at first more of the limited quantities that the large consumers West, who alone thus far have been important buyers, do not care to figure upon. The seed crop is now being hastened in some sections to the mills, particularly in Texas, where relatively high prices are paid for it, although not above those noted last week. Further east the mills, for the most part, report enough of the seed coming in to keep them fairly busy.

Views as concerns prices of bulk oil at the mills have slightly abated from the flurry to high figures on its scarcity about a week since and the then rather urgent demand from the mills, and it is possible to buy about one cent less, the bidding price on crude there in that form being thirty cents, while to thirty-two cents is asked. Small lots of new crude in barrels have appeared here, and as a nominal price thirty-five cents stands. There are not

500 barrels of old crude in stock here. A choice lot of new yellow to arrive here brought forty-two cents, but this is an exceptional price, and forty cents is nearer a general market rate. Prime old yellow had hardly demand here above thirty-eight cents, but one or two lots were placed at thirty-eight and a-half cents, and this is lower by one and a-half cents as a change for the week. HOPKINS, DWIGHT & CO.

NEW ORLEANS, October 9.

In sympathy with the advance in cottonseed in Texas, Louisiana and Mississippi, the market for cottonseed products in New Orleans is higher, with values firm and hardening. Receivers' prices are as follows: Cottonseed, \$12.00 per ton of 2000 pounds delivered; cottonseed meal is jobbing at depot \$21.00 to \$21.50 per short ton of 2000 pounds; for export per long ton of 2240 f. o. b., \$23.50 to \$23.75 for current month; oilcake for export, \$23.50 to \$23.75 per long ton f. o. b.; crude cottonseed oil at wholesale or for shipment is quoted thirty-two to thirty-three cents for strictly prime in barrels, and twenty-nine to thirty-one cents for loose; prime refined oil is quoted at thirty-seven to thirty-nine cents wholesale or for shipment; soap stock, one and one-eighth to one and one-quarter cents; cottonseed hulls, thirty cents per hundred pounds delivered; foots, one and a-half to one and three-quarters cents; linters A, three and three-quarters to four cents; B, three and three-quarters to four cents, and C, two and a-half to two and three-quarters cents; ashes are steady at \$17.00 to \$18.00 per ton of 2000 pounds f. o. b. Later advices from New Orleans quote round lots as follows: Crude oil loose here, thirty-one cents, and Texas loose twenty-eight and a-half cents; cake and meal \$22.25 to \$22.75 per long ton f. o. b. steamer. The receipts of cottonseed continue very light for this period of the season. The majority of the mills adjacent to the city are not working yet. The exports of cottonseed meal for the week ending October 5 were 500 tons cleared for Hamburg. Since September 1, 1893, the exports of cottonseed oil aggregate 368 850 gallons. Freight rates are steady, and for oilcake or meal steamer rates are 18s. to Liverpool and Continent, and to New York fifteen cents per 100 pounds; cottonseed oil to Continent 6s., and to New York \$1.25 per barrel.

ROTTERDAM, September 23.

The cotton-oil market remains firm and prices are advancing. The weather here is wet and cold for the season, and therefore a good quantity of oil is being used now. We also have some export demand, and this week some parcels have been shipped to Hamburg and other German ports. The buyers' price for choice oil is now thirty-two to thirty-three guilders per 100 kilos delivered here, ex warehouse, but the owners of oil have advanced their prices today to about thirty-five guilders. At this price new oil is also being offered. The Union Oil Co. offered new oil here at thirty-five guilders delivered. This week a steamer arrived from New Orleans with 3000 barrels refined oil aboard, and further parcels are on the way.

Business in new crop oil has not yet been reported. The butterine manufacturers do not think it is very cheap at thirty-five guilders. It seems, however, that the oil refiners in America can get higher prices from the lard refiners because the price of lard remains so very high; therefore, so long as we shall have such high prices for lard it is not likely that we shall buy cotton oil at low figures. The merchants on this side, however, do not think that the actual prices of lard will remain at the present figures very long, and think that the prices will be lower in November and December.

America reports that the crop of cotton-

seed is very good, and that the quality of the oil will be better than last year. Therefore, if the refiners of America will sell their oil at a moderate price, a large business will be possible and will certainly be done. On this date last year several thousand barrels of oil had already been sold on a base of twenty-eight guilders per 100 kilos c. i. f. Rotterdam. At this moment thirty to thirty-two guilders should be obtained for large quantities of new oil.

G. W. SANCHES.

[NOTE.—The price in guilders per 100 kilos multiplied by 1.34 will give the price in cents per gallon.—ED.]

Cottonseed-Oil Notes.

At Lagrange, Texas, cottonseed is selling at \$15.00 per ton. The rise in price is said to be due to a local fight between the anti-compress people and their opponents, who are friendly to the compress companies. Since the company began work cottonseed has advanced from \$8.00 per ton to the present price, and will go beyond it before the season closes.

SATURDAY, the 30th ult., was cottonseed day at Temple, Texas. It is estimated that there were 400 wagons loaded with seed, or about 500 tons, in town at one time. The cause of the big rush was the sudden advance to \$18.25 per ton. The ruling price on the 30th ult. was \$15.00 per ton.

THE Lockhart Oil Mill & Power Co. at Lockhart, Texas, is purchasing cottonseed and will start up about the 1st of November.

THE Velasco Oil Co. has erected a large warehouse at Columbia, Texas, and is handling nearly all the cottonseed received at that point.

THERE has been a good business in cottonseed at Carlin, Texas, during the past week. The compress has turned out so far this season 3800 bales, and the total amount of cotton ginned in the two local gins is 3770 bales. The total number of bales received at the wharves is 6750 bales.

COTTONSEED at Troy, Texas, is firm and advancing. Receipts are liberal and prices range from \$14.00 to \$16.00 per ton.

THE mills of the North Carolina Cotton Oil Co. at Wilmington, N. C., started up last week and will run day and night. These extensive mills give employment to over 100 men, and are among the best equipped plants in the country.

COTTONSEED was selling at Groesbeck, Texas, last week for \$15.00 per ton. More than half the cotton in the county has been gathered.

MR. G. W. SANCHES, of Amsterdam and Rotterdam, whose weekly letters on the oil market in Holland are familiar to our readers, paid us a pleasant visit a few days ago. Mr. Sanches is in this country for the purpose of making a tour among the oil mills of the South and effecting further arrangements for handling their product in Holland. Mr. Sanches expresses the opinion that cotton oil will not find a market in Holland at much of an advance over present prices.

G. T. MCLAUTHLIN & Co., 120 Fulton street, Boston, Mass., have for sale three hydraulic oil presses which they will dispose of at a very low figure, as they are the last of a lot of thirteen presses.

THE cottonseed war at Brenham, Texas, has about subsided, although there is still large quantities being marketed there. The home mill, the Galveston mill agents and the Southern, of Houston, are still in the market. The price has dropped to \$14.00 per ton, with good receipts in sight.

THE new cottonseed-oil mill of the Austin Oil Co. at Austin, Texas, opened up on the 28th ult. It is claimed that this mill has the largest capacity of any mill in Texas. It is well equipped with the latest improved machinery. The buildings are

of brick 100x200 feet, and have a large iron storehouse for cottonseed. Its total cost up to the time of opening is \$75,000. The output of hulls and meal has been contracted for by stockmen in the neighborhood, who propose to feed and fatten horses at this point for market. The mill is under the management of C. R. Grider, George P. Zimpleman and Peter Lawless.

SEVERAL of the cottonseed-oil milling companies of Texas are purchasing cattle for feeding. The latest purchase was 1000 steers by the Ardmore Cottonseed Oil Co., of Fort Worth, Texas.

THERE is quite a competition among cottonseed buyers at Faunsdale, Ala. Seed is selling at eighteen cents per bushel, and will likely go to twenty-five cents before the season closes.

A Great Convention of Real Estate Men

The annual convention of the National Real Estate Association, which was to have been held in Minneapolis in September, but was postponed on account of the panic, will be merged in the World's Real Estate Congress, which will be held in Chicago on October 23. This congress will be the most notable gathering of real estate men ever held in the world, and if the plans are carried out successfully, as they promise to be, will do much to bring about a closer union of men engaged in a profession which is rapidly taking prominence in the United States. The congress will be held under the auspices of the National Real Estate Association, which had its birth in Nashville in February, 1892, and which now has in its ranks a large and powerful membership in most of the States of the Union. There are now in existence over forty exchanges as a result of this movement, and the membership is composed of some of the best business men of the United States.

Committees of the national association have been in attendance upon the meetings of the National Bar Association at times for the purpose of simplifying the system of transferring realty and bringing about other reforms necessary to the success of the organization. The governors of each State and Territory have appointed forty delegates each to attend the congress, and it is expected most of these delegates will attend.

Boomed and Busted.

The last of Kensington, one of the Tennessee boom towns, is near at hand, and the "city lots" will be sold for farm lands. The attorneys interested in the settlement of the affairs of the Kensington Land Co. assembled in Atlanta a few days ago and settled all the points in dispute. The property of the company, which consists of the once boomed town of Kensington, will be sold the first Monday in December, the sale taking place at the Kensington hotel.

The sale will be the last chapter in the story of a boom town. It is estimated that the property, which cost about \$150,000, will sell as farm lands for as much as \$25,000, and with this the hotel, whose furnishings alone cost \$35,000, will be thrown in.

Kensington promised well. The site was in Walker county, a few miles from Chattanooga; it was on a railroad and the location was ideal. That there ought to be a good town here there could be no doubt—in the minds of the projectors. Streets were laid out, lots staked off, sites set aside for public buildings and a handsome big hotel was built as a starter.

The hotel is there now—in the middle of a field. In the two years the company has been in the hands of a receiver the hotel hasn't rented for enough to pay the insurance. The boom "busted." The town lots will soon be turned into truck farms, and the farmers will get all the benefit of the boom and its collapse.

FINANCIAL NEWS.

The Financial Situation.

The deadlock on the silver question at Washington is being offset by the low rate of exchange with England, which has removed the fear of further gold exports and renders imports probable with slightly improving trade conditions. This is the present status of the situation. Bankers say that sales of cotton are increasing our credit balance abroad and weakening the exchange rates. In a word, Southern cotton is the principal factor at present in preventing a rapid relapse of business to the condition of stringency prevalent in July and August. On this account the South presents encouraging features not noted in other parts of the country. The two large mercantile agencies in their weekly review dwell on this point.

Two bank suspensions have occurred in the South during the week, one caused by a bank officer's criminality and one by reason of the scarcity of ready money. The latter was at Nashville, but there is no indication that any other of the banking-houses are pressed for funds. Business troubles of two large concerns, one at Louisville and one at Baltimore, were caused by the same reason, and both will probably resume business. While there is not too much money, no especial tightness is reported from any Southern city, although business is quiet and manufacturing is curtailed, awaiting the result of the Senate's continuous session. A feature in the security market has been the demand for blocks of Chesapeake & Ohio stock for investment. The progress of the Chesapeake & Ohio is attracting general attention. The reports of railroad combinations mentioned elsewhere cannot fail to be of the greatest benefit to the country, the appointment of R. S. Hayes as co-receiver of the Georgia Central being taken to mean that Drexel, Morgan & Co. have taken an interest in that combination with the view of a reorganization.

At the present outlook only decisive action in Congress is needed to bring about a condition of activity in the South which will be without a precedent, despite the reverses which towns along the Atlantic and gulf coasts have met with through the recent storms.

English Money in American Bonds.

According to the London *Financial Times*, there is an increasing demand on the other side of the water for American railway bonds of a good character. This, it states, is owing to the scarcity of sound securities at home. Even bonds, etc., paying 3½ per cent. are hard to obtain that are considered secure. Commenting on this the *Times* continues:

"As an investment, undoubtedly the better class of bonds of American railways possess many advantages. If in the past, instead of launching out into wild speculations in preferred and common stocks, investors on this side of the Atlantic had confined their operations to the purchase of bonds, they would not have been losers, as at present, but large gainers by so doing, for besides enjoying the regular payment of interest, affording a very handsome yield per cent. on their investments, they would also have been able to secure the profit arising from enhanced capital value. The mortgage bond of an American railway really possesses in its general conception some advantages over the debenture and preferential stocks of the average English railway. The bond of the American railway constitutes a lien on the railroad property itself, both for payment of interest and principal, and the holder of a single bond can act with as much effect as the holder of a majority of the existing bonds of any particular company. This valuable feature of the American railroad bond is

one which is now being more fully appreciated than it was, and no doubt as this right is more generally understood it will be more generally put into force, with correspondingly greater advantage to the holders."

There are many first-class bonds of Southern railways on the market, but American as well as English capitalists appreciate their value more and more, as is seen by sales which have been made in New York and Baltimore even since the financial trouble.

Southern Merchants on Silver.

In addition to the business bodies already noted in the MANUFACTURERS' RECORD as adopting sentiments favoring the repeal of the silver bill, the business men of Knoxville, Tenn., have adopted resolutions condemning the attitude of the Senators from that State in opposing its repeal. The Chambers of Commerce of Petersburg and Richmond, Va., have appointed committees to go to Washington and work for the repeal through their representatives. A paper to this effect has been signed by 253 business men of Petersburg alone. The Staunton (Va.) Chamber of Commerce has adopted resolutions urging the Virginia Senators to "renewed efforts for repeal." At Charleston, S. C., the Chamber of Commerce adopted the following: "The Charleston Chamber of Commerce reiterates its support of speedy repeal of the silver bill, and that it urges upon the Senators from the State that they aid in every manner possible an immediate conclusion upon the repeal of the purchasing clause of the so-called Sherman bill."

At Charlotte, N. C., the Chamber of Commerce has taken action in a similar way.

Depreciation of Mexican Coin.

The city of Brownsville, Texas, is on the border between the United States and Mexico; consequently a large quantity of Mexican silver coin finds its way into circulation in Brownsville. Commenting on the depreciation of this currency, the Brownsville *Herald* states that a year ago the premium paid for United States currency was only about forty cents; today it is seventy-three cents. The price of every article of food or wearing apparel sold there has increased accordingly, but the price of labor remains the same. One year ago laborers received a compensation of fifty cents, Mexican coin, for a day's labor; today they receive exactly the same price, yet the price of all the necessities of life has advanced in exact ratio as the premium on currency has increased.

Helping to Build the City.

The Mechanics' Perpetual Building and Loan Association is a good example of how such an organization, when properly managed, helps to build up a city. It is located at Charlotte, N. C., and has been in existence nearly eleven years. Twenty-one semi-annual reports have been rendered its investors. The last one shows that it has \$261,000 invested in mortgages on real estate at a fair rate of interest. It has ordered 157 shares of its stock which have matured paid in full. This represents \$15,700, of which \$9700 is in mortgages, which by the association's aid are now discharged, and \$6000 in cash returned to investors.

New Financial Institutions.

The Co-operative Bank of North Carolina has been established at Fayetteville with W. B. La Far as cashier.

The firm of Snow & Co. has opened a bank at Kingstree, S. C., with \$10,000 capital. Its New York correspondent is the Chase National Bank.

Joshua S. Rawlings, Charles T. Marsden and others have incorporated the Mt. Royal Permanent Building and Loan Association with \$50,000 capital, at Baltimore.

OPINIONS OF THE DAY.

What Various Authorities Think of the Business Situation.

Financial Chronicle: "The natural tendency of the money market, as the result of trade conditions, is toward lower figures, but this is held in check by the deranged state of our currency and by the delay in acting upon the repeal bill in the Senate. Indeed, this situation prevents a normal movement of our staples, retards negotiations for the employment of capital and so forecloses the prosperity we might enjoy. The market is now largely dependent for its supply upon cotton bills."

Kiernan's News Bureau: "The market for time money eases perceptibly with the increased amount of reserve in the banks and the offerings by foreign bankers. Although the local banks are not offering money on time, there is a bolder feeling among the commission houses as to their ability to carry stocks for the future, and they are inviting margin business to a degree not seen for several months. Rates are less firm."

Hambleton & Co.: "There is no further talk of gold exports, and it is generally thought that a considerable amount of the sterling loans made during the panic have been liquidated and that no trouble will be had in arranging for and taking care of the balance."

Bradstreet's: "Slightly more cheerful reports from leading Southern trade centres, largely due to a freer movement of cotton and the advance in price of that staple, coupled with more numerous advices of improved trade distribution at Western and Northwestern centres, constitute the principal points of interest."

A Solid Carolina Bank.

The Farmers and Merchants' Bank of Anderson, S. C., has only been organized four years, but it has \$50,000 surplus, and as an evidence of good management has never lost a note. It prides itself in being a safe bank rather than a money-making bank. It is a home institution, the stock being distributed throughout the county and only \$3000 held outside of its limits. The confidence of the people is shown by its rapidly increasing business. Its surplus is 50 per cent. of its capital.

Failures and Suspensions.

Bartley, Johnson & Co., wholesale whiskey dealers, of Louisville, Ky., have been forced to suspend. Their assets were held by several of the Louisville banks which suspended several weeks ago, but have since resumed, and these assets could not be realized upon in time to meet obligations. The concern is considered solvent.

The Southern Contract Co., of Louisville, Ky., which built the Louisville Southern Railway, has made an assignment. It was capitalized at \$125,000 and formed in 1887 with W. T. Grant, president. The line it built is 130 miles long and part of the East Tennessee, Virginia & Georgia.

The Safe Deposit, Trust & Banking Co. of Nashville, Tenn., has made an assignment for the benefit of creditors. The reason for the assignment is reported as inability to realize on good security. Liabilities are estimated at \$204,000 and assets \$224,000. Its capital was \$80,000 and surplus \$20,000.

Interest and Dividends.

Receiver Hepburn, of the suspended Bankers and Merchants' National Bank at Dallas, Texas, has declared a 5 per cent. dividend to creditors.

The National Marine Bank of Baltimore has declared a semi-annual dividend of 3 per cent. on its capital stock.

The Georgia Home Insurance Co., of

Columbus, Ga., has declared a dividend of 3 per cent. on its capital.

The directors of the Kansas City Suburban Belt Railroad Co. have declared a 2 per cent. stock dividend, payable November 1 to stockholders of record October 20.

The Atlantic & North Carolina will declare an October dividend of 2 per cent. on its capital from its surplus earnings.

The New Orleans Water Works Co. has declared a semi-annual dividend of \$2.50 per share.

Banks Resuming Business.

The Franklin Bank of Rocky Mount, Va., has resumed under the title of the Merchants and Farmers' Bank of Franklin. The Traders' Bank at Canadian, Texas, has succeeded in adjusting its affairs so that it has been enabled to reopen for business. Its capital is \$50,000.

New Bond and Stock Issues.

The city of St. Louis will endeavor to dispose of \$1,250,000 in 4 per cent. gold bonds in New York and London.

J. O. Lea, city treasurer, will give information regarding \$56,000 in 5 per cent. bonds offered for sale by the city of Charleston, S. C.

Southern Bank Changes.

James C. McGrew has been elected president, and C. M. Bishop, vice-president, of the Bank of Kingwood, W. Va.

The newly-elected officers of the Kentucky National Bank of Louisville are J. S. Bockee, president; Paul Jones, vice-president.

W. W. Reid chosen cashier of the First National Bank of Orange, Texas.

C. W. Wallace elected president of the National Bank of Fredericksburg, Va.

The Bristol (Tenn.) Bank & Trust Co. has elected J. A. Dickey, president; H. C. Wood, vice-president; A. B. Marston, cashier.

Financial Notes.

THE People's Bank of Louisville, Ky., has decided to close its business and go into voluntary liquidation. It is one of the oldest banks in the State, with a capital of \$150,000 and a surplus of \$60,000.

THE private bank recently opened at Talbotton, Ga., is conducted by S. W. Thornton & Son. Its capital is \$26,000.

THE stockholders of the Elberton (Ga.) Loan and Savings Bank have elected Thomas M. Swift, president; H. K. Gairdner, vice-president; I. G. Swift, cashier, and Z. C. Hayes, bookkeeper. The bank now has \$8000 surplus and \$5000 undivided profits. Its capital is \$20,000.

DURING the scarcity of money the city of Wilmington, N. C., borrowed several sums of money on notes to meet current expenses. Money has become so abundant during the last few weeks, however, that nearly \$40,000 of this indebtedness has been paid, although only \$10,000 of it was due before October 18.

In the Indiana Gas Belt.

On October 1 representatives of the Kelly Axe Manufacturing Co., of Louisville, Ky., closed a contract in Alexandria, Ind., to locate their entire plant in that city. The company was lately reorganized with a working capital of \$1,500,000, and will begin operations with 500 skilled mechanics in their employ. As there is a movement on foot to make that point the centre of the axe-manufacturing industry, this enterprise is regarded as the most important yet located in the Indiana gas belt.—*St. Louis Age of Steel*.

The removal of this great enterprise to Alexandria, as reported in the MANUFACTURERS' RECORD last week, is attracting attention all over the country. Alexandria is rapidly taking the lead as the most progressive and prosperous city of the Indiana gas belt, and promises to be one of the foremost industrial centres of the whole country. The new axe works will, it is said, be the largest in the world.

MECHANICAL.

The Need for Boiler Inspection.

A recent address before the International Convention of Factory Inspectors at Chicago by R. R. Wade, of Massachusetts, presents some strong arguments in favor of boiler inspections by State officials. From this address we take these extracts:

"Boilers can be designed to furnish steam at high pressure without endangering the lives of those about them. In the first place, it needs the proper form, the use of the best materials and the proper construction of the boiler when these are secured. We have then something to depend upon, but a good boiler can be ruined within six months by neglect and ignorant care; therefore, we need not only a strong boiler, but a constant supervision of it and a knowledge that the safety devices that can be provided are kept in working condition. This is not always done, and it is a fact that many boilers are working under such conditions that they are a constant menace, and only need the little additional neglect necessary to make their bad condition more forcibly known.

"The importance of this matter, at least, I have recognized for some time, and at the last session of our legislature, at my suggestion, the proper legislation was passed to provide a suitable person to inspect boilers not already under inspection by boiler insurance companies, to determine as to the general condition of uninsured boilers and to see if my fears in this direction were well founded. A thoroughly competent person has been appointed, and the results of the investigation thus far have only impressed more clearly upon my mind that something should be done in Massachusetts to guard the people from dangerous boilers and to provide for their removal when unfit for further use.

"The conditions that have been found there are equally true in other States, and in other States will be found the same neglect of boilers, the same unskilled attention and an equal disregard for the interest of the laborer in the matter. It is the practice of many firms, after a boiler has been used for a long term of years, fifteen to eighteen years, to lay it aside on the general principle that, having been in use such a length of time, its strength is impaired to a certain degree, but how much may not be apparent. With others, however, the practice is to keep a boiler in use as long as it will hold the water without too much leakage and provide some steam. Now a boiler may be quite as dangerous under low pressure as under high pressure, for it is the large volume of heated water in the boiler suddenly turned into steam, by the release of the pressure upon it, that makes the explosion so far-reaching in its effects. It is a mistaken idea that running under low pressure it can do but little damage.

"In a large factory in Massachusetts there were four boilers, and within a radius of fifty feet were working from seventy-five to one hundred persons. Two of these boilers were in good condition, but the other two showed upon their fronts the marks of the hard usage they had been subjected to. A thorough inspection of these boilers was made and a large extent of corrosion found at all the seams. The inspector scraped the rust partially away and very few signs of good iron appeared, yet determined to find how deep the corrosion was, he scraped until before long he found he had scraped a hole through that boiler shell. Within a short time several holes had been made in that boiler simply by scraping the corrosion away. And yet that boiler, with all that unsoundness around one seam, was daily subjected to a pressure of sixty pounds, and the lives of nearly one hundred people hanging upon the slightest mishap. What had the proprietor to say to such a condition of affairs when the inspector pointed

it out to him? Simply wanted to know if it could not be fixed somehow. 'We have to run some risk in this world,' was his remark. Yes, he ran a risk and was willing to do it, but how about those who were unconscious workers near that dangerous boiler? He backed his risk by his chance of losing money, but they staked their lives on the risk. He had not thought of them; they might work elsewhere.

"At another place, where the proprietor wanted 'no interference from the State,' the boilers were all found defective in some particulars, but one of them was totally unfit for use. The plate of which the boiler was made was of such poor material originally and had been burned so much that the iron could be peeled off. One of the pieces so peeled off was over nine inches across and of a thickness that took half the depth of the plate away. In the rooms directly over this boiler were a large number of girls, and an accident to this boiler means a large loss of life and fatality from the scalding water. What did this proprietor say? 'I'm the only one who has anything to lose if those boilers go up, so I'm the only one interested.' 'What about those girls up there?' was asked, and all he could reply was, 'Let them look out for themselves.' Now, there is no doubt a large number of men who are running dangerous boilers who feel this way, but let us ask, How is a girl working near a dangerous boiler, such cases as I have cited, going to look out for herself? She expects her employer to guard her safety, and even if she knew the danger, we have no laws that can step in and say, 'You cannot endanger the lives of these people by running that boiler.' These people 'are interested' as effectively as any one can be, for they have that to lose which cannot be bought, and no selfish employer should be allowed to set his desire for gold against their lives.

"Now these proprietors, and other cases can be given, knew something of the condition of these boilers, for their engineers had warned them. They were mostly second-hand boilers, or some thrown out as worthless by other concerns, and there are doubtless a large number that have not yet come to our notice. They are each year becoming more numerous, because the crop of boilers sold by good concerns as unfit for their use has been a large one, and is each year being added to.

"In another case the inspector found a boiler in the midst of a crowded tenement district, but could not find the attendant, although the boiler was supplying steam for an engine. The boiler was not provided with a water-glass, but three gage-cocks were stuck through the setting from the side of the boiler at the rear. Trying the lower of these cocks, he found that the water was below its level. There was fifty pounds of steam on, and as there was no way of ascertaining how much water was in the boiler, a more extended hunt for the engineer found him patching the roof. 'How do you expect me to run that splitter, patch roofs, sweep up after everybody and run this boiler too?' was his first remark. He tried the gage-cock, saw there was no water and started the pump as coolly as though finding no water was a common occurrence. It was ten minutes before the water got to a level to show in the gage-cocks, although at no time should it be below its level. Naturally, if this was a common occurrence, that boiler could not be in good order, and on opening the doors of the front eight of the tubes were found badly leaking and the tube sheet badly corroded. Other defects also appeared, and the boiler was unquestionably a dangerous one. The engineer, however, did not profess to be one worthy of the name. He knew very little about a boiler except to fire it, and so paid no attention to the matter of safety, and if he had thought of it would not have known what

to do to make the boiler more secure.

"This experience shows the necessity of having some one in charge who is competent to fill the position, and many cases illustrating the ignorance of those in charge of boilers could be given.

"At one large plant four of the boilers were not provided with steam gages, and the safety valves were arranged in such a manner that they were safety valves in name only. It is a common occurrence to find a safety valve so corroded that it cannot be moved, and a common occurrence to find them rendered inoperative by being tied down or overweighed, or even so close to the floor that their levers cannot lift. In another case the brickwork in which the boiler was set was so cracked and defective that the boiler was in imminent danger of falling from its setting. In other places no means were found to blow off the boiler at such frequent intervals as will keep the boiler clean on the inside. This is a common occurrence. In one place, along the inside of the boiler on the bottom of the shell, was an accumulation of dirt and scale over three inches thick, thus preventing the water taking the heat passing into the shell of the boiler. You might be tempted to ask why that boiler did not burn out on the bottom. The only reason was that the furnace was filled so much with soot and ashes that it touched the bottom of the shell and the fire was compelled to hug the sides of the boiler, thus keeping it from the part where the scale inside was. It isn't safe to say that two wrongs make a right, but here was certainly a case where neglect, both inside and out, saved a boiler from injury. If the fireman had been a little less lazy and cleaned out that furnace occasionally it would have been bad for that boiler.

"I cite these few of many cases to show in what direction the neglect of boilers lies. There are owners who will run a boiler, no matter how dangerous, as long as it will hold together. There are men who will not hire a person competent to care for their boiler, either permanently as engineer, or occasionally, except in absolute necessity. And there are men who represent to their employer that they are thoroughly competent to look after a boiler when in reality they do not possess the necessary skill that the boiler demands should be devoted to it. The combination of all these conditions, or either one of them, will soon put a boiler in such a position as to be a danger to the public, and some legislation governing the matter should be brought about. I am not prepared to say yet as to the details of such legislative act, but, broadly speaking, the inspection of boilers at a stated period should be provided for, a thorough internal and external inspection by a thoroughly competent man, the examination of those in charge, and provision made for a safety valve that can be locked at a certain pressure by the inspector.

"To show the importance that the national government attaches to this matter, it may be cited that no boiler for marine service can be built until the material for the shell has been tested and approved by government inspectors and stamped with their approval. No sea-going boiler can be used without a certificate of safety from the inspector, and this certificate is for one year only and is granted only after a thorough inspection inside and outside. The engineers in charge must be examined and can receive a license to run such marine engine and boiler only when the examination proves them qualified."

At the last meeting of the Norfolk Business Men's Association it was decided to lay aside \$1000 a year for a fund with which to erect an association building. The quarterly reports of the officers submitted at this meeting show that the organization is in excellent condition.

Deepening Aransas Pass.

Aransas Pass, on the Texas coast, for which an improvement fund is now being raised by land companies and other concerns near Aransas bay, is an illustration of how the jetty system can be used to maintain a permanent depth of water in harbor entrances. The pass is 1000 yards wide and is situated between Mustang and St. Joseph's Islands. In front of this inlet lies Harbor Island, about five miles long and about a mile from St. Joseph's Island, to which it lies parallel. The body of water lying between these islands is what is usually called "the harbor." Within the memory of men now living the pass has moved southward nearly three miles by erosion of Mustang and accretion of St. Joseph's Island. The tides rushing in and out of Aransas and contiguous bays are confined to a narrow channel and the space between the islands is scoured to a depth of from twenty to forty feet. As the ebb tide rushes southward through this harbor it dashes against the head of Mustang, a sand island, at a sharp angle, and is deflected at the same angle in obedience to the law of incidence and reflection. The sand cut from the island is carried seaward by the tide to where the ebb meets the littoral current and is there deposited, making the bar which obstructs entrance to the harbor. The erosion of Mustang served to lengthen St. Joseph's Island. The government has securely revetted the head of Mustang, stopping erosion. The bar which had been formed still remains. It is a sharp sand ridge. The removal of this bar is the object of the present movement. At the commencement of the work last year there were eight feet of water on the crest of the bar, the depth having remained the same since the completion of the revetment spoken of. With the prosecution of the work last year the water deepened rapidly, there being full twenty feet at the end of the jetty, and the 18-foot contour extends 900 feet beyond the end, where eighteen months ago there were only nine feet of water. It then shoals rapidly to the crest of the bar, which now shows a depth of ten feet, and then deepens rapidly to the gulf. The results are gratifying, and experienced engineers say there is no doubt that with the extension of the jetty to the crest of the bar a depth of twenty or more feet will be obtained. When the work is completed Aransas will be one of the best harbors in the United States for vessels of twenty feet draught and under.

Building in Washington.

The remarkable progress made by Washington in building is shown by the annual report of the building inspector of the District of Columbia, just submitted to the government. During the year fourteen churches, two immense railway power-houses, one large market-house, a hospital, a large clubhouse and five large apartment houses have been built, there being in all 2742 houses built, of which 1888 were brick dwellings and 642 frame dwellings. The number of dwelling-houses erected during the year was 387 less than during the previous year, owing to the fact that alley dwellings have been forbidden, but the cost of the building operations during the year was \$117,328 in excess of any previous year. There are now ninety-nine public-school buildings in the District, with 772 rooms, and the inspector recommends more extensive school buildings in South Washington. He advises, also, two new engine-houses and a new market-house in Georgetown. There were within the city limits in 1793 130 buildings; in November, 1801, 732; in 1820 it was estimated that there were 4000 buildings in the city; in 1879 the water-rate commissioners found 15,613 buildings in Washington and Georgetown. It is estimated that there are now 40,000 buildings.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department, on page 188.]

Lumber Directory.

Readers of the MANUFACTURERS' RECORD who may be in the market for lumber of any description are recommended to the directory of Southern lumber manufacturers and dealers which appears among the advertising pages.

Awards to the J. A. Fay & Egan Co.

The J. A. Fay & Egan Co., Cincinnati, Ohio, sends the following relative to awards to their exhibits at the World's Fair:

"The long line of awards from 1851 down to the 'Grand Prix' at Paris, 1889, has been added to by the capture of the 'Grand Honors' at the World's Fair, Chicago, Ill. This is the magnificent record that J. A. Fay & Egan Co., of Cincinnati, Ohio, have reason to be proud of.

"The judges appointed decided after a most exhaustive examination and thorough test the J. A. Fay & Egan Co.'s machinery possessed the most essential conveniences, and that it expressed the latest results of

"The Egan Co. department.—Improved universal woodworker, No. 10 double planer and smoother with broken roll and chip breaker, No. 6 band resaw (capacity 40,000 feet per day), car-gaining and tenoning machine, automatic spoke lathe (record of 2695 spokes per day), sandpapering machine with brush attachment, heavy timber planer with eight powerful feed rolls, reciprocating No. 3 scroll-saw machine, etc."

Works of the Lane Manufacturing Co.

As illustrative of the advance in the mechanical arts as applied to the manufacture of woodworking machinery we give herewith a view of the shops of the Lane Manufacturing Co., Montpelier, Vt., the largest builders of saw mills and saw-mill machinery in New England. The plant covers a working floor space of over 80,000 square feet and is most conveniently arranged. The pig iron at the foundry and the lumber at the wood shop approach each other in the process of construction, till, meeting in the setting-up room, the complete machine is ready for shipment.

every country on the globe, with a large and increasing foreign and domestic demand, so that a further increase of its shop is already an assured fact.

Southern Lumber Notes.

THE Fernandina Oil and Creosote Works will in future operate the Creosote Lumber & Construction Co.'s works at Fernandina, Fla. Mr. B. T. Burchard is manager.

THE Aldridge Lumber Co. has about completed its new saw mill at Colmesneil, Texas, and will commence operations at once. The plant's daily capacity is 75,000 feet of lumber.

THE Norwood & Butterfield Co.'s large lumber plant at Norfield, Miss., has resumed operations after a cessation of several weeks. This company employs 175 men.

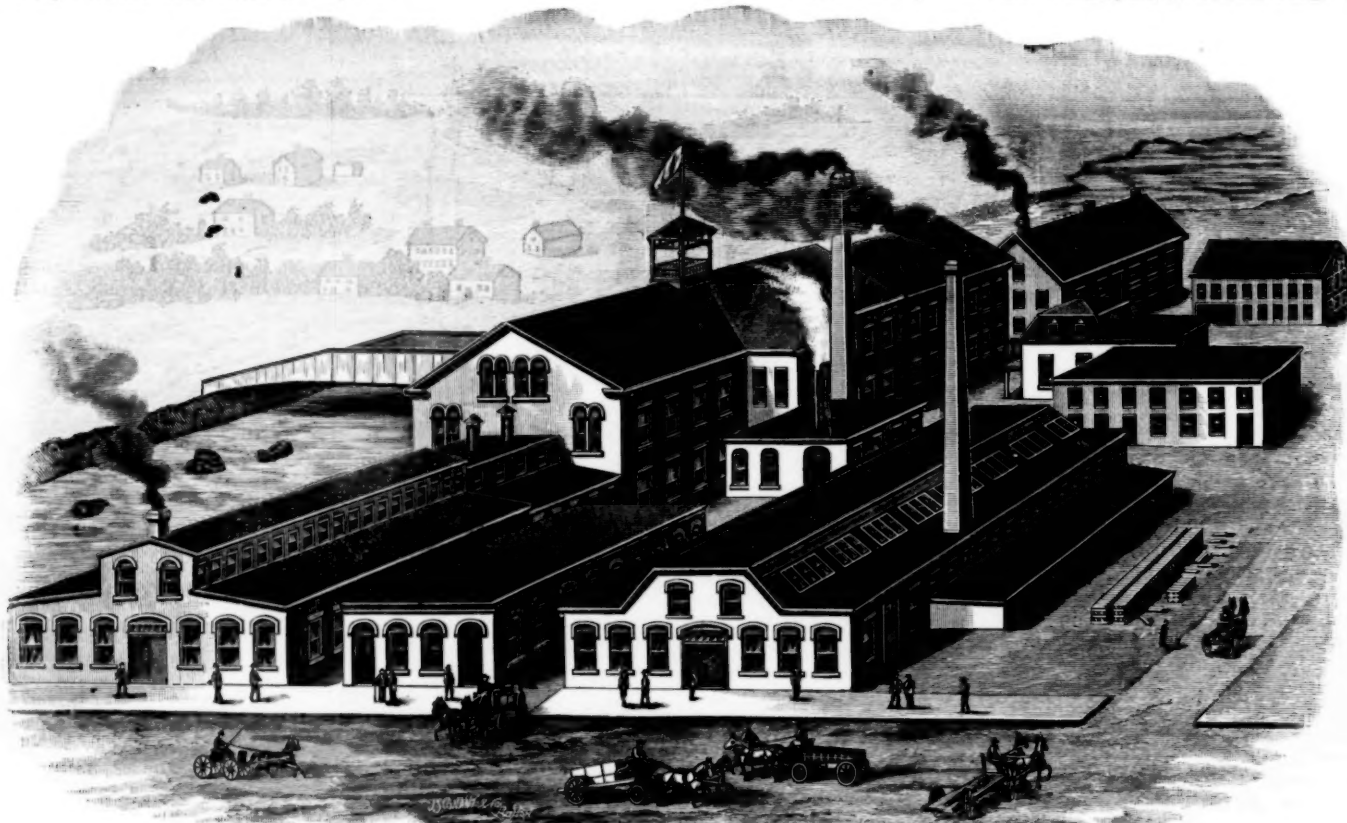
THE steamship Cherokee, from Jacksonville, Fla., to New York city, carried 430,000 feet of lumber and 2000 crossties on its last trip.

MESSRS. ALLEN & Co.'s saw mill at Mobile, Texas, has resumed operations after a

facturers and others are in the market. Stocks are generally light, especially of choice grades. The movement in poplar is very moderate and prices are irregular, depending on the character of the stock offered. Shingles are in fair supply, with a moderate demand and prices steady. Reports from the various planing mills and box factories are encouraging, and orders are better, with prices as a rule satisfactory. The building demand for lumber is rather light and, owing to the tight money market, many contracts are for the present open.

The following table represents prices current at this date:

VIRGINIA AND NORTH CAROLINA PINE.	
5-4x10 No. 2, kiln dried.....	\$16 25/100
5-4x12 No. 2, " ".....	17 75/100
4-4x10 No. 1, " ".....	19 75/100
4-4x12 No. 1, " ".....	20 75/100
4-4 narrow edge, No. 1, kiln dried..	17 25/100
4-4 wide edge, " ".....	21 75/100
6-4x8, 10 and 12, " ".....	23 25/100
4-4 No. 1 edge flooring, air dried...	14 00/100 15 00
4-4 No. 2 edge flooring, " ".....	10 00/100 11 00
4-4 No. 1 12-inch stock, " ".....	15 00/100 15 50
4-4 No. 2 " ".....	12 00/100 13 00
4-4 edge box or rough wide.....	8 50/100 9 00
4-4 " " (ordin'y widths).....	8 00/100 8 50
4-4 " " (narrow).....	7 25/100 7 50
3/4 narrow edge.....	10 00/100 11 00
3/4 all widths.....	8 00/100 8 50
3/4 10x16 wide.....	8 00/100 8 50
Small joists, 2 1/2-12, 14 and 16 long.	7 50/100 9 00



PLANT OF THE LANE MANUFACTURING CO., MONTPELIER, VT.

American ingenuity in every particular, whereby time and labor can be saved to the best advantage.

"This decision was not unexpected, for, having been so successful in the past, there was not a doubt but that the machines shown would take the 'premier medals' for superiority over all competitors, which it did at the greatest of all expositions. An important feature in this connection is that the chairman of the judges is a wood-working-machinery manufacturer himself and known as an expert and he saw the wonderful advancement made and agreed with the full committee that recognition should be had to the fullest extent; hence the 'grand awards.' Herewith is a partial list of the machines:

"J. A. Fay & Co. department.—No. 4 eight-roll triple-cylinder sandpapering machine, hollow chisel car-mortising and boring machine, automatic double cutting-off saw machine (for drawbridge work), No. 6 fret scroll-sawing machine, triple cylinder six-roll 'Lightning' flooring machine, large sill and timber-dressing planer, automatic dovetailing machine (self-feeding), etc.

The Lane machines have been on the market twenty-five years and have established for themselves an enviable reputation for the rapid, accurate and economical manufacture of lumber from the round log. Besides the circular-saw mills of all sizes, ranging in capacity from 3000 to 50,000 feet per day, the company also makes planers, gang edgers, matchers, shingle machines, lath machines, drag saws, clippers, water wheels, clapboard machinery, swing saws, log jacks, shafting, pulleys, and, in short, the full complement for the furnishing of a saw-mill plant entire.

A visit to the shops, equipped with new and specially designed machines, with its more than a hundred skilled mechanics, gives an interesting and instructive lesson of the progress of the latest and best modern machine shop practice, and the wonder of the observer is as he sees the amount of finished machines, where does it find a market for them. The question is answered, however, by inspection of its order books, showing that the sales comprise not only shipments to every State and Territory in the United States, but to

shutdown of three weeks for repairs. A number of improvements were introduced in the plant and its daily capacity increased about 20 per cent. A tramroad was also built to their new pinery.

LUMBER MARKET REVIEWS.

Baltimore.

OFFICE MANUFACTURERS' RECORD,
BALTIMORE, October 12.

Throughout the local lumber market there is the same quiet tone prevailing as at last report, and the volume of business during the week has been limited. There is no demand for anything except the choice grades of lumber, and for common and ordinary stuff there is no sale. The receipts of air-dried yellow pine are light and stocks are somewhat reduced on choice stuff, while prices show a higher range. The North Carolina Yellow Pine Association has made no change in its list of values and there is a moderate inquiry for certain dimensions, while list prices are generally adhered to. White pine and cypress are in fair request, with prices steady. The demand for hardwoods is a shade better, and various furniture manu-

Large joists, 3-16 long and up.....	9 50/100 10 50
Scantling, 2x3-16 and up.....	9 50/100 10 50
WHITE PINE.	
1st and 2d clear, 4-4, 5-4, 6-4 and 8-4.	48 00/100 51 00
3d clear, 4-4, 5-4, 6-4 and 8-4.....	43 00/100 44 00
Good edge culls.....	15 00/100 16 00
Good stock.....	17 50/100 18 00
CYPRESS.	
4-4x6, No. 1.....	19 00/100 19 50
4-4x6, No. 2.....	14 50/100 15 50
4-4x6, 16 feet, fencing.....	12 50/100 14 00
4-4x6, rough.....	9 00/100 9 50
4-4 rough edge.....	9 00/100 9 50
4-4 edge, No. 1.....	18 00/100 20 00
4-4 " No. 2.....	13 50/100 14 50
HARDWOODS.	
Walnut.	
5-8, Nos. 1 and 2.....	75 00/100 100 00
4-4, Nos. 1 and 2.....	90 00/100 100 00
5-4, 6-4 and 8-4.....	95 00/100 110 00
Newell stuff, clear of heart.....	125 00/100 130 00
Culls.....	30 00/100 35 00
Oak.	
Cabinet, white and red, plain-sawed and good, 1 and 2, 8 inches and up, 12 to 16 feet long, 4-4.....	35 00/100 40 00
Quartered white, 1 and 2 quality, all figured, 6 inches and up wide, 4-4.....	50 00/100 55 00
Culls.....	10 00/100 15 00
Poplar.	
Nos. 1 and 2, 5-8.....	22 00/100 24 00
" " 4-4.....	27 50/100 30 50
Nos. 5, 6 and 8-4.....	30 00/100 32 50
Culls.....	11 50/100 13 50
SHINGLES.	
Cypress, No. 1 hearts, sawed, 6x20.	7 50/100 7 75
No. 1 saps, sawed, 6x20.....	5 50/100 6 00
No. 1 hearts, shaved, 6x20.....	6 50/100 7 00
No. 1 saps, shaved, 6x20.....	— 5 00
LATHS.	
White pine.....	3 20/100 3 25
Spruce.....	2 50/100 2 55
Cypress.....	2 50/100 2 55

Norfolk.

[From our own Correspondent.]

NORFOLK, VA., October 9.

Everything points to a revival of the lumber industry of this port, and at present there seems to be a better volume of business than for some weeks past. During the past week the arrivals and clearances have been more numerous and about fourteen cargoes of lumber were shipped to New York and other Eastern ports, while to Baltimore nine cargoes were shipped. There is a fair demand for air-dried yellow pine, and, with receipts still light, values are holding up well. In kiln-dried North Carolina yellow pine there is only a moderate business in progress, and holders are generally firm in their views and will only sell for cash or the best paper. The reports from the interior are to the effect that mills generally are commencing to resume operations, and, under an easier money market, trade would speedily revive. The planing mills and box factories here report a very fair trade for the month of September and prospects good for the current month.

Charleston.

[From our own Correspondent.]

CHARLESTON, S. C., October 9.

In the lumber and timber market the volume of business is looking brighter, and there is a better trade in progress among manufacturers and retailers. The market for good manufactured lumber is firm under a better demand from the usual sources. All reports from saw-mill sections in the interior of the State represent millmen as very hopeful for the future of the lumber industry, and mills are fast resuming operations. The shipments of lumber from this port for the past week were as follows: Schooner J. H. Parker, 400,000 feet; schooner A. H. Howe, 320,000 feet, and schooner A. Denike, 281,000 feet, all for New York—total, 1,001,000 feet. The total shipments since September 1 aggregate 2,908,000 feet and were all to New York city. The foreign shipments for the same period amount to 400,000 feet. The market closed steady with prices unchanged. Freight rates on lumber to Philadelphia and Baltimore are quoted at \$1.50 per thousand feet, and to New York \$4.75 to \$5.00.

Savannah.

[From our own Correspondent.]

SAVANNAH, GA., October 10.

The outlook for a better trade in lumber and timber in the near future is more encouraging, while the fall trade at this port has opened with a decidedly active tone, and the lumber industry has felt the benefit of the unusual activity existing in nearly every department of trade. The demand is improving and prices are firm, with stocks only moderate, owing to the reduction in the output during the summer. The shipments of lumber for the week were 560,005 feet for New York, 490,900 feet and 4858 bundles of shingles for Philadelphia and 510,528 feet for Baltimore. The quotations for lumber at the close were as follows: Easy sizes \$11.25, ordinary sizes \$12.00 to \$16.50, difficult sizes \$13.00 to \$25.00, flooring boards \$14.50 to \$22.00 and shipstuffs \$16.50 to \$25.00. There is a liberal offering of tonnage, and rates on lumber are generally easy. Foreign business is more or less nominal. The rates from this and nearby Georgia ports are quoted at \$4.25 to \$5.25 for a range including Baltimore and Portland, Me. Railroad ties, basis forty-four feet, sixteen and a-half cents. Timber is fifty cents to \$1.00 higher than lumber rates. To the United Kingdom for orders rates are nominal for lumber at £4 5s. per standard. Steamer rates to New York and Philadelphia are unchanged at \$7.00, to Boston \$8.00 and to Baltimore \$5.50. There is very little demand for South American ports, owing to the disturbed state of affairs in that country.

Pensacola.

[From our own Correspondent.]

PENSACOLA, FLA., October 7.

The general outlook at this port for lumber and timber is highly encouraging and the market shows considerable activity. The record of the month of September as given below was decidedly one of activity, and as the season proper for heavy shipments has not commenced yet, the present showing is one of encouragement. Prices hold very steady, and for all good grades of desirable lumber and timber there is a better inquiry. Late advices from Europe give hopes of better prices, but the stocks at all British and European ports are heavy and prices unchanged. Freights here are quiet and firm, with a fair demand for pitch-pine tonnage at £4 15s. to £4 17s. 6d., according to size and position of vessels. There has been some advance lately, particularly in steam freights. Boats continue scarce and present rates for this class of tonnage are quotable at £5 5s. to £5 12s. 6d. U. K. or Continent.

SHIPMENTS OF LUMBER AND TIMBER FOR SEPTEMBER, 1893.

Lumber, feet.	Sawn timber, ft.	Destination.	Value.
2,707,000	21,000	Philadelphia	\$30,160
235,000		Washington, D. C.	2,666
300,000		Havana, Cuba	1,245
397,000		Bahia, S. A.	5,000
21,000	1,432,000	Liverpool, Eng.	15,250
19,000	1,991,000	London, Eng.	19,200
12,000	1,357,000	Newcastle, Eng.	12,000
47,000	2,504,000	West Hartlepool, E.	25,470
35,000	1,232,000	Cardiff, Wales	12,850
445,000	200,000	Sharpness, Eng.	10,000
124,000	435,000	Aberdeen, Scot.	7,000
550,000		Buenos Ayres, S. A.	6,500
23,000	1,308,000	Glenock, Scot.	12,225
62,000	1,102,000	Queenstown, Ire.	10,000
90,000	626,000	Dundee, Scot.	6,116
343,000	165,000	Honfleur, France	6,000
464,000	33,000	Antwerp, Hol.	7,000
598,000	56,000	Bremen, Ger.	7,830
350,000	26,000	Toulon, France	5,500
6,812,000	12,508,000		\$202,012

Mobile.

[From our own Correspondent.]

MOBILE, ALA., October 9.

The market for lumber and timber during the week has been quiet, and, to add to the present apathy in lumber affairs generally, a violent storm visited the city on Monday last, which caused considerable damage to some of the city mills. The outlook for timber has not changed during the past week, and several shippers have sunk their timber and will not attempt to move it until the return of better prices. The British markets are overstocked, while it is said the French and Belgian ports have but moderate stocks on hand. Until the surplus stocks at foreign ports are worked off shipments will be light, and there will be very little doing before the 1st of January. The only shipment during the week was 10,478 cubic feet of hewn timber and 7535 cubic feet of sawn by the brig Narrana, for France. There is very little lumber moving at present on account of the depression in financial affairs producing a tight money market, which has had its effect upon this industry. The coastwise shipments are fair and there is a good local demand. The shipments for the week were light, being one cargo of 13,000 feet to Nicaragua and 31,563 feet for France. Among the mills damaged by the recent storm were the Dixie Saw Mills, in the northern portion of the city, which suffered to the extent of \$5000 to \$6000; the Gulf City Mills; Marsh, Jordan & Co. were damaged to the extent of \$4000 to \$5000; the Bay City Mills met with slight loss; their smokestack was carried away and a lot of logs and square timber turned adrift; about \$500 will repair their loss.

Beaumont.

BEAUMONT, TEXAS, October 8.

The market throughout the saw-mill section of southeastern Texas has been rather quiet during the past week, and the demand at this point has been very light. There is some inquiry from points throughout the State, but dealers generally are

making their orders very light. The Beaumont Journal in its review of the lumber market says: "The market is decidedly sluggish and the demand for all classes of material is small. Dealers are ordering very sparingly in spite of the well-known fact that stocks in their hands were never smaller. There are orders for some bill stuff on mill books, but in getting the timbers out a great deal of the lumber goes to the yard, thus adding to the large stocks now on hand." There is very little change in the market for shingles and prices continue very steady under the moderate demand. The stock of shingles at the Long Manufacturing Co.'s sheds have steadily decreased, and fair prices have been obtained, notwithstanding the condition of trade. The Long Company has not decided on what date it will resume operations, but certainly not until the outlook becomes more encouraging than at present. The Aldridge Lumber Co. expect to have their new mill in operation this week, and will have a capacity of about 75,000 feet per day. The mill at Nona is reported running on full time and cutting from 80,000 to 85,000 feet daily. At Mobile on Saturday last Allen & Co. started up their saw mill after a shutdown of about three weeks. They have increased the capacity of their mill about 20 per cent. The fall and winter trade at Corrigan is expected to be of a fairly average character.

Missouri Lead and Zinc.

JOPLIN, MO., October 9.

The volume of business in ore during the week shows a slight falling off from that of last. Fair prices were recorded for lead, the top price being \$20.00, and the average \$19.00. In the early part of the week the price of lead ore was \$20.00 per thousand, but it declined to \$19.50, at which price the greater part of the ore delivered here was sold. Buyers' orders are reported light and they would only select the best grades and in quantities to suit. The price of lead is declining, it is said, on account of the reopening of a number of Colorado mines. At Webb City the sales of zinc ore fell off considerably, but the prices of lead advanced half a dollar, reaching \$19.50 per ton. Lead ore closed \$19.25. The following table represents the shipments from the district for the week ending October 9.

Districts.	Zinc. Pounds.	Lead. Pounds.
Joplin	1,005,000	269,830
Cartersville	621,940	147,230
Webb City	202,730	35,560
Galena	1,070,250	126,350
Zincite	15,040	12,810
Oronoga	173,270	295,040
Total	3,088,230	886,820

Value, \$44,654.

Courtright & Co., on the Garrison land at Webb City, are down thirty-five feet in their shaft and will sink to eighty-five feet. They are taking out large chunks of lead ore. M. L. Harden & Co., Webb City, have the plant finished and running in good shape. A new and larger boiler for the steam pump is being put in at the Ladies mine, on the Richland land at Webb City. Benton, Moore & Co., on the Richland, are putting in two more jig tanks. Hunt & Co., at Spring City (Lowry City P. O.), are putting in a crusher and machinery to handle the crushed rock. The Keystone Mining Co., same place, will put in two eight-inch pumps and sink their shaft twenty feet deeper. They will also put up a fifty horse-power boiler and a forty horse-power engine, preparatory to putting in a crusher and rolls; they are now down 107 feet. The Pioneer Mining Co., at the same place, will put up a crusher and rolls and a forty horse-power engine and boiler. The Daisy Mining Co., on the Buckeye land at Zincite, is down twenty-seven feet in lead and jack ground,

but it is not rich enough yet to clean. English, Meeker & Co., on the Collins land at Zincite, are drifting at sixty-eight feet on an eight-foot face of lead and jack, and are working on the lead run at present, but will sink for water before commencing to work the jack run. Doran & Co., on the Buckeye land at Zincite, have strong water and will put in a pump; they are down fifty feet.

The works of the Kansas City Smelting & Refining Co. have been declared a government warehouse of class No. 7 for holding foreign importations in bond. The designation of this new warehouse by the Treasury Department is expected to involve an important business for Kansas City and its smelting company. The object of the move is to enable the company to import and smelt lead and copper ores and base bullion in bond and ship to foreign countries without payment of duties. The company has already entered upon the new enterprise.

At the stockholders' meeting of the Lead and Zinc Miners' Exchange, held at Joplin on the 3d inst., the following officers were elected: E. D. Porter, president; J. A. Daugherty, of Webb City, first vice-president; W. B. Stone, of Galena, second vice-president; J. W. Aylor, of Cartersville, third vice-president; G. B. Young, of Joplin, treasurer, and Col. Thomas Moonlights, secretary. No other business of interest was transacted. The organization is now in good shape to do effective work and good results are expected.

The Tennessee State Coal Mines.

The project of utilizing the convict labor of Tennessee for the operation of coal mines owned by the State has reached the stage of a contract for the purchase of the necessary coal property by the State from the East Tennessee Land Co., of Harriman, Tenn. The land consists of a tract of 9000 acres, and the price agreed upon is \$80,000. As a condition of the contract for the purchase of this land the Harriman Coal & Iron Railroad is to be completed from its present terminus to a point to be selected at or near the junction of Stogdill's creek with the Crooked fork by the State's engineers, and the purchase price of the property will become immediately payable upon the completion of this road.

As part consideration for this sale, and as an inducement thereto, the State of Tennessee agrees to furnish coal in carload lots to manufacturing industries located or to be located at or near Harriman or on the Harriman Coal & Iron Railroad at the same prices it gives to the most favored customers buying coal from said mines, whether sold by the State direct or through any agency it may use for that purpose.

The East Tennessee Land Co. agrees to grant to the State without compensation any easement for right of ingress or egress to the land to be conveyed to the State, as well as any right of way required for draining or ventilating any mine opened by the State on the lands agreed to be conveyed, and the State agrees to give the Harriman Coal & Iron Railroad Co. or any lessee or grantee thereof a reasonable right of way for any extension of its main line or any switch or turn-out to any mine to which it may design to build without any compensation except for damages to mines opened or improvements made by the State.

The contract is not to go into effect until the committee on behalf of the State shall have arranged with the companies owning and controlling the Cincinnati Southern Railroad and the Harriman Coal & Iron Railroad as to the rates for transporting coal, coke and the other products of the mines to be located on these lands, as well as the charges for carriage of persons and property to and from the mines over the railway.

CONSTRUCTION DEPARTMENT.

WE PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

* Means machinery is wanted, particulars of which will be found under the head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ALABAMA.

Courtland—Grist Mill and Gin.—Bynum & Ashford may rebuild their cotton gin and grist mill reported in this issue as burned.

Montgomery—Cotton Mill.—It is reported that another cotton mill is to be built at Montgomery.

Opelika—Canning Factory.—The cannery company reported lately has organized under the name of the Opelika Canning Co. with a capital of \$10,000. Plant has been contracted for and is now being put in.

Society Hill—Saw Mill.—L. L. Torbert may possibly rebuild his burned saw mill.

ARKANSAS.

Brinkley—Mercantile.—H. H. Myers, O. M. Norman, L. S. Norman and C. F. Greenlee have organized the H. H. Myers Grocery Co. with a capital stock of \$10,000.

Evening Shade—Saw Mill.—T. E. Pickers may erect a new saw mill near Evening Shade to replace the one burned last month.

Helena—Cotton Compresses.—The Planters' Compress Co. and the Helena Compress Co. have consolidated with Leon Berton as manager.

Little Rock—Lumber.—The Michigan Lumber Co. has filed articles of incorporation, its capital stock being \$100,000. Otis Fuller is president; Robert Smith vice-president, and E. E. Moss, secretary and treasurer.

FLORIDA.

Barlow—Packing-house.—Tom Hull is erecting a packing-house.

Fort Meade—Packing-house.—J. B. Stetson is erecting an orange packing-house.

Kissimmee—Broom Factory.—J. R. Gilbert will establish a factory for making brooms, whisks and scrub mops.

Orlando—Cigar Factory.—George P. Covert will start a cigar factory.

Palatka—Fibre and Pulp Mill.—D. S. Coleby and J. L. Cutler will establish the fibre and pulp mill noted last week.

GEORGIA.

Augusta—Cotton Mill.—Another mill will be built as an addition to the Warwick Cotton Mills, Frank Clark, president. Work on the buildings has been started and when completed they will be equipped with 150 looms for the manufacture of plain brown four quarter goods.

Augusta—Paving.—Contract has been awarded to Venable Bros., of Atlanta, to pave Washington and Walker streets.

Augusta—Distillery.—N. D. White, of North Carolina, is building a corn-whiskey distillery near Augusta, and it is now nearly completed. The apparatus is being removed from North Carolina.

Cave Spring—Iron Mine.—T. W. Ashbury is opening an iron-ore mine and will soon commence shipments.

Lawrenceville—Publishing.—George Rucker has organized a stock company for the purpose of publishing a newspaper.

Milledgeville—Electric Lighting.—The city has advertised for sealed bids for lighting the city, to be opened on October 17. The city now has a plant, but it does not give satisfaction.

KENTUCKY.

Louisville—Mattress Factory.—The Schupp & Schmidt Manufacturing Co. writes us that there is

no truth in the recent report of its factory having burned. The plant was not injured in the least and is now in regular operation making mattresses and upholstery goods.

Newport—Brewery.—A project is on foot for the organization of a \$250,000 company to erect a brewery. A well-known Cincinnati brewer is said to be interested.

Russellville—Electric-light Plant.—The city council has granted franchise to W. F. Browder, A. C. Hodgen, D. Evans, S. V. Leedom, P. C. Andrews and others, to erect an electric-light plant and has contracted for lighting the city. The plant will be built immediately and is estimated to cost \$10,000.

MARYLAND.

Baltimore—Mercantile.—The J. G. Wehrmann Co., for conducting the fruit business, has been incorporated by John G. Wehrmann, Kate M. Wehrmann, Louis B. Holland, John Wade and Frank S. Bayless with a capital stock of \$10,000.

Baltimore—Iron Works.—Robert R. Zell has been elected president, and Wm. B. O'Connor, secretary and treasurer, of the Patapsco Iron Works, lately reported. The company will manufacture castings and hardware specialties, and is now employing forty hands.

Baltimore—Machine Works.—Harry G. Leland, Walter F. De Land, Jno. H. W. Knoop, W. G. Duckett and Parry Lee Downs have incorporated the Leland Manufacturing Co. for the purpose of manufacturing machines for labeling cans. The capital stock is \$50,000.

Baltimore—Sugar Refinery.—Directors were elected at the annual meeting of the Baltimore Sugar Refining Co. as follows: W. W. Spence, W. F. Rayner, Wm. Deford, Wm. F. Frick and George Poole. Mr. Poole succeeds Mr. Rufus Woods in the board. The rebuilding of the burned refinery at Curtis Bay will begin as soon as the losses are adjusted and some other details disposed of.

Laurel—Electric Plant.—The Laurel Cotton Mills are putting in an electric-lighting plant.

Lonaconing—Water Works.—At the election held October 3 the ordinance to issue water-works bonds was defeated.

Montgomery County—Brick and Tile Works.—The Potomac Brick & Tile Co., recently reported fully, has now purchased sixty-four acres of land as a site for its plant. The price paid was \$20,000. The company expects to have the plant finished in the early spring.

Odenton—Canning Factory.—George M. Murray will rebuild his canning factory reported in this issue as burned.

Washington, D. C.—Publishing.—The National Democrat Publishing Co. has been chartered for the purpose of publishing a daily and weekly paper and conducting a printing business. A. E. McLaughlin is president; James W. Marshall, vice-president; W. J. Costello, of Clifton, Va., treasurer, and Azro Goff, of Falls Church, secretary and general manager. The capital stock is \$50,000.

MISSISSIPPI.

Bogue Chitto—Cotton Gin.—C. C. Cole may rebuild his burned cotton gin near Bogue Chitto.

Greenville—Manufacturing, etc.—The Delta Manufacturing & Supply Co. has been incorporated to gin, bale and compress cotton goods, grind corn, etc. The incorporators are Marshall A. Seward, Lewis Williams, Robert Blair, Charles Williams and others. The capital stock is \$50,000.

Sandersville—Mercantile.—The Sandersville Mercantile Co. has been incorporated for mercantile and other purposes with a capital stock of \$20,000, with privilege of increasing to \$50,000. T. B. Bonner, J. E. Parker and John Watts are the incorporators.

Yazoo City—Heading and Stave Factory.—A stock company with a capital of \$20,000 has been organized to establish a spoke, stave and heading factory. L. P. Cooper and H. Warner, of Memphis, Tenn., are interested. The machinery for the plant will be removed to Yazoo City from Arlington.

MISSOURI.

Alma—Creamery.—The Alma Creamery reported, in this issue as burned, will probably be rebuilt.

Curryville—Flour Mill.—Cannon & Logan may erect a new flour mill to replace the one burned recently.

Macon—Wagon Works.—The Massey Wagon Co. may rebuild its burned wagon factory.

Nevada—Water Works.—The Nevada Water Co. will improve its water system in the spring of 1894.

Spring City (Postoffice at Lowry City)—Crushing Plant, Rolls, etc.—The Keystone Mining Co. will put in two eight-inch pumps, a fifty horse-power boiler, a forty horse-power engine, crusher and rolls.

Spring City (Postoffice at Lowry City)—Mining.—

The Pioneer Mining Co. will put up a forty horse-power engine and boiler.

Spring City (Postoffice at Lowry City)—Steam Plant.—Arrangements have been made by Nesbitt & Palmer to erect a complete steam plant.

Spring City (Postoffice at Lowry City) Zinc and Lead Mining.—New Orleans (La.) parties are prospecting on a tract of forty acres of land next to the Keystone lease, which they have leased.

St. Louis—Electrical Company.—The Western Electrical Supply Co. has increased its capital stock from \$5000 to \$25,000.

St. Louis.—Abner F. Connor, James Ashbrook and Daniel C. Beard have incorporated the St. Louis Bill Posting Co. with a capital stock of \$25,000.

St. Louis—Toy Company.—H. T. Mudd, Laura E. Scott, Walter E. Scott and Charles E. Scott have incorporated the Clarke Toy & Notion Co. with a capital stock of \$12,000.

St. Louis—Livery, etc.—Emil Stuckmann, John G. Steinlage and Gerhart Borkers have incorporated the Stuckmann-Steinlage Livery & Undertaking Co. with a capital stock of \$7500.

Webb City—Mining.—Peppers & Son, on Center creek, are erecting an eighty horse-power boiler and a six-inch pump.

Zincite—Mining.—Doran & Co., on the Buckeye, will put in a pump.

SOUTH CAROLINA.

Charleston—Starch Factory.—The Bailey-Lebby Co. may put in a plant for the manufacture of starch.*

TENNESSEE.

Dayton—Button Factory.—Robert C. Young has equipped a factory for the manufacture of pearl buttons.

Ducktown—Copper Mining.—The Tennessee & Pittsburg Mining Co. will double its power plant and work an increased force of men. The erection of furnaces and smelter is contemplated.

Dyersburg—Manufacturing, etc.—F. P. Brown is interested in organizing the Co-operative Land, Improvement & Manufacturing Co., which is to locate in the South and have a capital stock of \$5,000,000. Investments will be made in manufacturing and building, etc.

Harriman—Hoe and Tool Works.—The Harriman Hoe & Tool Co. has lately put in a new hammer, and now contemplates erecting a two-story warehouse and putting in a new engine and an electric welder.

Loudon—Manufacturing.—John A. Hood, L. T. Campbell, R. M. Johnson, R. H. Bell and J. R. Dew have incorporated the Sticky Creek Marble & Manufacturing Co.

Maryville.—The Maryville College is erecting a fan system of heating and ventilation at a cost of about \$10,000 from the plans and under the direction of Charles F. Wood, of Knoxville. The plant consists of a brick power-house, seventy-five feet brick stack, four fans, engines and heaters, two sixty horse-power boilers, 9000 pounds galvanized iron piping. The contractor for the building is David Jones, of Maryville. The machinery, fans, heaters, engines, etc., are from the Buffalo Forge Co., Buffalo, N. Y.; the boilers from the Brownell Co., Dayton, Ohio, and the galvanized iron work, Bayless, King & Cruze, of Knoxville, Tenn.

Memphis—Electric-power Plant.—The Raleigh Springs Railway Co. is enlarging its plant and will put in a new 500 horse-power engine.

TEXAS.

Caddo Mills—Cotton Gin.—Briscoe & Hearne will rebuild their cotton gin reported in this issue as burned.

Dallas—Saddlery.—C. E. Bird, R. W. Allen, G. S. Kirk, Fred E. Forest and L. R. Terry have incorporated the Trice Saddlery Co. with a capital stock of \$10,000.

Jasper—Canning Factory.—The necessary stock has been subscribed to a company which will erect a canning factory in the near future.

Mobile—Saw Mill.—Allen & Co. have improved their saw mill, increasing its capacity.

Stockdale—Cottonseed-oil Mill.—A cottonseed-oil mill will quite likely be erected at Stockdale next spring. Scott, Fort & Co. can furnish information.*

Velasco—Cold-storage Plant.—The Hazleton & Carrington Fish & Oyster Co. has been organized and will at once commence to erect a cold-storage plant.

VIRGINIA.

Berkley—Bridge.—Gill & Thomas have awarded contract to Sanford & Brooks for the erection of a ferry bridge at the foot of Chestnut street.

Bridgewater—Onyx Mill.—The Virginia Onyx Co., which was organized recently, is about to

begin operations. Building has been secured for a mill and is now being equipped with machinery. J. F. Snell is president of the concern.

Graham—Electric Plant.—The Graham & Bluefield Electric Light & Railway Co. will erect an electric-light and power plant.

Graham—Improvements.—The city will hold an election on the 18th inst. to consider expending \$25,000 in municipal improvements. The mayor can inform.

Harrisonburg—Water Works.—The city council has adopted an ordinance calling for an election on October 19 to decide concerning an issuance of \$18,000 of bonds for water works. The mayor can be addressed.

Huntersville—Woodworking Factory.—George H. Brown is equipping a plant for the manufacture of baskets, crates, boxes, etc. About 150 hands will be employed.

Norfolk—Publishing.—Dr. John Kauffman has organized a stock company to publish a morning newspaper.

Norfolk—Mercantile.—The Johnston China Co. has been chartered, and its purpose is to conduct the china and crockery business. The capital stock is to be not less than \$3000 nor more than \$10,000 in shares of \$100 each. The officers are as follows: President, C. Brooks Johnston; secretary and treasurer and general manager, W. J. Edwards, who also constitute the board of directors. Other members of the company are Robert Johnston, Edmund S. Ruffin and C. D. Jordan.

Richmond—Improvement.—A charter has been granted to the Elko Land & Improvement Co., the capital stock of which shall be \$10,000, divided into shares of \$100 each. The company is empowered to hold real estate to the extent of 10,000 acres. The officers for the first year are A. Monteiro, president; C. E. Belvin, vice-president; W. M. Nicholas, secretary and treasurer. The above and J. Beal are named as directors.

Richmond—Manufacturing, etc.—A charter has been granted the People's Manufacturing & Investment Co., the capital stock of which shall be not less than \$5000 nor more than \$100,000. The officers for the first year are John S. Harwood, president; W. P. De Saussure, vice-president; Edwin B. Snead, secretary and treasurer. The above, with William Ryan and Robert W. Courtney, constitute the board of directors.

Roanoke—Realty.—The Washington & Roanoke Real Estate Co. has been granted a charter. W. M. Yager is president; J. B. Stephenson, vice-president, and E. J. Bard, secretary. Capital stock is \$25,000.

WEST VIRGINIA.

Fairmont—Improvement.—The L. F. Watson Improvement Co. has been granted a charter with a capital stock of \$26,600.

Logan—Coal Mines.—The Atlantic-Pacific Railway Tunnel Co., of New York, has purchased 80,000 acres of land in Logan county, fronting the Guyandotte river for twenty miles, starting at a point about eight miles from Logan C. H. The company intends to engage in mining for coal, unless it accepts offers now made for the land by other parties who contemplate carrying on the same line of work. Mark M. Pomeroy is president of above company, with office in Pulitzer Building, New York city.

Logan—Coal Mines, Timber Lands, etc.—Mrs. Emma L. Pomeroy, of New York, has purchased 20,000 acres of land in Logan county, on the Guyandotte river, with a view to holding same and very soon arranging with parties to open the coal mines, market the timber and possibly engage in the manufacture of hardwoods. Mrs. Pomeroy can be addressed at the Pulitzer Building in New York city.

Mt. Carbon—Coal Mining.—G. C. Blake, of Cincinnati, Ohio; Symington MacDonald, Elizabeth H. MacDonald, Samuel Dixon and Annie Dixon, of Mt. Carbon, have incorporated the MacDonald Colliery Co. with an authorized capital of \$50,000.

Mt. Carbon—Coal Mines, etc.—The MacDonald Colliery Co., recently reported as chartered, is opening coal mines.*

Ronceverte—Oil Wells.—John W. Harris, of Lewisburg; E. H. Camp, Quin Morton, Robert Rhodes and C. T. Smith have incorporated the Ronceverte Oil Co. with an authorized capital of \$200,000.

Sistersville—Oil Wells.—The Chicago Oil & Gas Co. has been organized with O. B. Ramey as manager and a capital stock of \$50,000. The Davenport farm has been purchased and oil wells will be drilled on it.

Wellsburg—Glass Works.—The Lazear Bottle Works have put in a full set of new pots.

BURNED.

Alma, Mo.—The Alma Creamery; loss over \$3000.
Bogue Chitto, Miss.—C. C. Cole's cotton gin fifteen miles from Bogue Chitto.

Caddo Mills, Texas.—Briscoe & Hearne's cotton gin.
Courtland, Ala.—Bynum & Ashford's gin and grist mill.
Franklin, Va.—Dry-kiln at Camp's saw mill.
Fulton, Ark.—Stores of the Taylor Co., Rosenberg & Goldsmith, D. Schwartz, J. M. Williamson and J. E. Thompson & Co.; loss estimate \$35,000.
Goldthwaite, Texas.—J. P. Allen's saddlery.
Macon, Mo.—The Massey Wagon Co.'s factory; loss \$20,000.
Odenton, Md.—Geo. M. Murray's cannery.
Salisbury, Mo.—Salisbury Lumber Co.'s building; loss estimate \$20,000.
Society Hill, Ala.—L. L. Torbert's saw mill.

DAMAGED BY STORM.

Pointe a la Hache, La.—Courthouse; will probably be rebuilt; estimate \$15,000.
Scranton, Miss.—The Lutheran, Methodist, Union and negro churches destroyed; loss estimate \$15,000.
St. Elmo, Miss.—Two churches damaged.
Grand Bay, Ala.—Two churches

BUILDING NOTES.

Augusta, Ga.—Bank Improvement.—The Irish-American Investment Co. has decided to make extensive improvements to its bank building, which will include a new front. Bids are being received.
Baltimore, Md.—Temple.—The Har Sinai congregation is to have plans prepared for its new temple, for which a site has been secured. Moses Brenner or Rev. Tobias Schonfarber may be addressed. The building is to cost \$60,000.
Candler, Fla.—Church.—The proposed church will be built as soon as possible. Rev. I. R. Vandewater will give information.
Columbia, S. C.—Bank.—The Loan and Exchange Bank has purchased a site for a building, and it is stated, will erect a bank and office structure. A. C. Haskell is president.
Denton, Md.—Courthouse.—The grand jury has begun agitation in favor of issuing bonds for a new courthouse to cost about \$16,000. Edward E. Goslin is interested.
Fortress Monroe, Va.—Government Building.—R. C. Bristow & Co., of Richmond, have the contract to erect the government building, which is to cost \$10,850. It is to contain offices and a lecture hall.
Gurley, Ala.—Church.—The Episcopal congregation has decided to erect a new edifice.
Houston, Texas.—Hall.—The Knights of Pythias have decided to erect a building to contain a hall and offices. A site has been purchased. It is estimated that the building will cost \$20,000.
Lawrenceburg, Tenn.—Jail.—A new jail building is to be erected in Lawrenceburg to cost \$6250. The Pauly Jail Building Co., of St. Louis, has the contract.
Oglethorpe, Ga.—Courthouse.—Wells & Co., of New Decatur, Ala., have secured the contract for building the courthouse for \$19,262.
Pointe a la Hache, La.—Courthouse.—The courthouse wrecked by the late storm will be rebuilt at once. Address Henry Kernochan.
Ringgold, Texas.—Church.—The church to be built will be a frame building to cost \$1200. Address F. O. Anderson.
Roanoke, Va.—Church.—The congregation of Calvary Baptist Church will erect a new edifice. The contract has been let.
Southern Pines, N. C.—Hotel.—The hotel at Southern Pines is to cost about \$75,000 complete. Work has begun on the building, but no contracts have been made for finishing it. J. T. Patrick may be addressed.
St. Joseph, Mo.—Bank.—The Commercial Bank will erect a new building to replace the one recently destroyed by fire. Address N. P. Ogden, president.
St. Louis, Mo.—Hotel.—The Travelers' Protective Association is considering the adoption of plans for a hotel which is to cost \$400,000. The J. B. Legg Architectural Co. will give information.
Tuscumbia, Ala.—Jail.—William S. Hull, of Sheffield, has received the contract for erecting a new jail to cost \$15,500. The jail will be provided with patent electric apparatus for securing the cells.
Washington, D. C.—Apartment-house.—An apartment-house to contain fifty rooms will be erected at 808 12th street of pressed brick and stone. It is to cost \$30,000. T. F. Schneider is architect.
Washington, D. C.—Dwelling.—Gen. A. B. Henderson will erect a seven-story house on 16th street. It will have an English basement and sub-cellar, also a conservatory and roof garden. The material will be limestone. T. F. Schneider is architect.

Washington, D. C.—Dwelling.—R. H. Montgomery will erect a three-story residence on Q street near 21st. It will be of pressed brick and stone. The contract has been let for \$8000.
Washington, D. C.—Residences.—J. H. Lewis will build five brick dwellings on 7th street near L to cost \$17,000.

RAILROAD CONSTRUCTION.

Railroads.

Beaumont, Texas.—The Gulf, Beaumont & Kansas City will build a siding from Beaumont to Collier's Ferry for freight and passenger business. General Manager John H. Kirby may be addressed.
Cartersville, Ga.—A project is on foot to build a line from Cartersville to Cleveland, Tenn., near the Chilhowee Mining Co.'s plant. It is also to extend to Chattanooga and to Kingston by way of Clinch River and Poplar Creek valleys, with a connection with the Norfolk & Western system. Messrs. Smith and Aubury, of Cartersville, are interested.
Carthage, Mo.—J. F. Harrison is interesting capitalists in a proposed electric railway to Joplin and Cartersville. The distance is about fifteen miles.
Chattanooga, Tenn.—The proposed railroad from Chattanooga to Murphy, N. C., is to be surveyed along the Tennessee river to Harrison, thence to Cleveland, Tenn., crossing the East Tennessee, Virginia & Georgia road, thence by way of Ocoee River valley to North Carolina line.
Dallas, Texas.—The Chicago, Rock Island & Pacific has secured a franchise to build an extension through the Indian Territory and Texas to Dallas.
Fort Smith, Ark.—The Intercoastal Railway has secured a franchise to build from a point in Sebastian county, Ark., to Fort Smith.
Gainesville, Texas.—The Gainesville, McAlester & St. Louis has secured a franchise for a line from a point in Cooke county, Texas, northeast through the Indian Territory to the western boundary of Arkansas.
Gainesville, Texas.—The Gainesville, Oklahoma & Gulf has secured a franchise to build a road from Cooke county, Texas, north through Indian Territory to the Kansas line.
Garrett, Texas.—It is stated that work is to begin at once on the southern extension of the Texas Midland, of which E. H. R. Green, of Terrell, Texas, is president and Martin Duvall is chief engineer. The extension is between Garrett and Ennis.
Joplin, Mo.—It is reported that the Interurban Railway Co. will extend its line from Joplin to Carthage next spring, a distance of fifteen miles.
Little Rock, Ark.—A committee of the Pulaski County Court is considering a proposition of the Little Rock Bridge & Terminal Railroad Co. to construct a bridge across the Arkansas river at Little Rock, provided the city will pay \$200,000 towards it. W. G. Dally, of New York, makes the offer through John M. Rose.
Marshall, Texas.—The Texas & Gulf road has been surveyed to Center, Texas, and fourteen miles of the line are graded. Contract has been let for building the first sixty miles. E. J. Fry is president.
Nashville, Tenn.—L. M. Jones, H. F. Coleman, A. J. Tyler and others have obtained a charter to build a line from a point in Claiborne county through Hancock county, Tenn., and Lee, Scott and Wise counties, Va., to a point on the South Atlantic & Ohio road in Wise county.
Nevada, Mo.—Surveys have been made by Engineer Tremont Wilson for a line between Eldorado Springs and Nevada. It is supposed to be a projected branch of a large system, and will be twenty-five miles long.
Oakville, Texas.—A project is on foot to construct a road from San Antonio to Oakville by way of Pleasanton. Efforts are being made to raise funds. The distance is about sixty miles.
Orange City, Fla.—It is reported that the Flagler South Florida system will be extended from Lake Helen to De Land, thence westerly across the St. John's river and southerly to the line now built at Sanford.
Pope's Creek, Md.—Surveys are being completed for the extension of the Pope's Creek branch of the Pennsylvania Railway to Chapel Point. The distance to be covered is only a few miles.
Salisbury, Md.—A meeting is to be held by residents of the Eastern Shore counties of Maryland to take action about building a proposed railroad from Elkton, on the Baltimore & Ohio, down the Maryland peninsula. State Senator Toadvin and John T. Parsons, of Salisbury, are among those interested.
Street Railways.
Baltimore, Md.—It is reported that the City & Suburban Railway Co. will extend its Woodberry & Hampden branch to the Pimlico road and to Mount Washington and Lake Roland. Nelson Perin is president.

Baltimore, Md.—The Columbia-avenue division of the City & Suburban Railway, which is about one mile in length, is to be completed at once.

Chattanooga, Tenn.—What is known as the Alton Park electric road is now being constructed for the use of trolley motors. It will be about one mile long and connect with the St. Elmo electric railway. John W. James is contractor.

Huntsville, Ala.—The proposed street railway between East and West Huntsville, it is reported, will be built at once.

Lynchburg, Va.—The Rivermont Street Railway Co. has secured the right to extend its line on several city streets. John P. Pettyjohn will give information.

Richmond, Va.—The electric street railway to Barton Heights suburbs has been completed and opened for traffic. It is operated by the Richmond Railway & Electric Co.

San Antonio, Texas.—The San Antonio Street Railway Co., it is stated, has purchased the Citizens' Street Railway property. Both systems will be operated by the San Antonio Company. W. H. Weiss is president of the latter.

MACHINERY WANTED

If you desire to purchase machinery of any kind consult our advertising columns, and if you cannot find just what you wish, send us particulars as to the kind of machinery needed. We will make your wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. You will thus get all information desired as to prices, etc.

Boiler and Engine.—J. E. Wandell, Meridian, Miss., wants spot cash prices on an eighty horsepower tubular boiler and a fifty horsepower side-crank engine, all complete, f. o. b. factory and at Meridian.

Boiler.—Gust, Feist & Co., Galveston, Texas, wants to purchase a boiler, fuel to be either kerosene, gasoline or gas.

Canning Factory.—Levi Hissem, California, Ky., wants prices and catalogues of canning-factory machinery.

Conveying Apparatus.—The Aberdeen Lumber Co., Aberdeen, N. C., wants prices on apparatus for conveying sawdust and shavings on a level.

Cottonseed-oil Mills.—Scott, Fort & Co., Stockdale, Texas, wants to correspond with manufacturers of equipments for cottonseed-oil mills.

Electric Wiring.—Sealed proposals for constructing conduits and wiring the new city hall building at Richmond, Va., will be received until October 17. For particulars apply to W. E. Ceitshaw, city engineer.

Lathe.—Wendell Ruof, Knoxville, Tenn., wants a second-hand engine lathe 24 to 26-inch swing, 8 to 12-foot bed.

Locomotives, etc.—Locomotives and coaches, second-hand, will be wanted by H. W. Mackey, Sumter, S. C.

Rails, etc.—Second-hand rails, spikes and other material will be wanted by H. W. Mackey, Sumter, S. C.

Rolling Stock.—The MacDonald Colliery Co., Mt. Carbon, W. Va., will need rolling stock. Address Samuel Dixon.

Sewing Machine.—James Wright, Liberty, N. C., wants a small-arm leather sewing machine, to be used for repairing shoes, etc.

Starch Factory.—The Bailey-Lebby Co., Charleston, S. C., wants to correspond with makers of machinery for manufacturing starch; prefers dealing with a firm that can furnish complete designs and put in entire plant. Address E. M. Bailey, president.

Telephone Outfit.—K. B. Harvey, Punta Gorda, Fla., wants a telephone plant guaranteed to operate twenty-five miles.

Tipple Plant.—The MacDonald Colliery Co., Mt. Carbon, W. Va., will need a tipple plant. Address Samuel Dixon.

Wire-twisting Machinery.—The Border City Wood Package & Canning Co., Fort Smith, Ark., wants to correspond with a manufacturer or patentee of a wire-twisting machine for manufacturing fruit barrels whose staves are held by wire instead of hoops, or the manufacturer of such a barrel.

Gust, Feist & Co., of Galveston, Texas, wants several porcelain-lined jacket kettles.

J. L. Wood, of Morristown, Tenn., is in need of extra heavy springs made on clock spring style, and wants to correspond with manufacturers of same.

Lane Bros., of Esmont, Albemarle county, Va., would like to correspond with manufacturers of buggies, carriages, etc., in regard to a large amount of special work they wish to have done in that line.

TRADE NOTES.

L. GODFREY MACHINERY AGENCY, of Providence, R. I., offers for sale sixty Lowell and thirty Whitin cards in excellent condition, also other mill equipments, at a price that should effect immediate sale.

MONITOR FIRE CO., Sing Sing, N. Y., is to have some fire apparatus from the Seneca Falls shop of the Gleason & Bailey Manufacturing Co. This company is building an improved style of patrol wagon for Castleton, N. Y., and has secured the contract for building a handsome hose carriage for the city of Mayfield, Pa.

THE Chattanooga Steel Roofing Co. is headquarters in the South for all styles of steel and iron roofing and all kinds of roofing paints. This company manufactures its own goods and every dollar of patronage given them keeps so much money at home. It is good policy for the South to get into the habit of encouraging home industries.

THE Peck-Smead Co., Cincinnati, Ohio, has recently been awarded contracts for heating, ventilating and dry closets in a number of school buildings throughout the South, among them two schools in Atlanta, Ga., also Camden, S. C.; Lynchburg, Va.; Galveston, Houston and Sherman, Texas, besides numerous contracts for heating in residences.

THE Pratt & Whitney Co., of Hartford, Conn., wrote as follows to the Leavitt Machine Co., Orange, Mass., relative to the Morse valve reseating machine: "The valve reseating outfit bought of you several months ago has been used frequently, and we think has enabled us to save valves of the value of double its cost. It is a very desirable appliance, and we are glad to recommend it."

THE W. T. Adams Machine Co., of Corinth, Miss., has been turning out some large cotton-ginning plants for Texas, and is just shipping a complete phosphate plant for the Florida Syndicate, of London, England, comprising 100 horsepower boiler and engine, double log-washers and dryers, elevating machinery, etc. It has orders in hand enabling it to run its works full-handed, and has felt no necessity for curtailing its product. Its phosphate-mining machinery gives the highest satisfaction, and its trade is constantly growing where it comes into notice.

WARREN, WEBSTER & CO., the well-known manufacturers of feed-water heaters and purifiers and the Williams system of steam heating, have erected a fine new plant in Camden, N. J., for the manufacture of their specialties. The new plant is located at the corner of Elm and Point streets, and is embraced in a substantial brick and iron building, three stories in height, sixty-five by one hundred and fifty feet. The plant is specially equipped for the purpose and contains a complete outfit of the best modern tools and machinery, including a three-ton traveling crane. In this new establishment they will be better able than ever to meet the demand for their heaters and other specialties. Warren, Webster & Co., are the patentees, owners and manufacturers of the Webster vacuum feed-water heaters and purifiers, and they also build and sell steam and power pumps. They are sole licensees of the stationary rights of the Williams system of steam heating for buildings. They have about 400 feed-water heaters in use, aggregating over 300,000 horse power, and the Williams system for heating has been installed in over 500 of the largest manufacturing plants, market houses, schools, theatres and railroad stations. At the World's Fair they have in the boiler room of the steam plant, a 4000 horse-power feed-water heater, the largest ever built, which is doing regular duty.

A Big Steamer at Newport News.

The Appomattox, the second steamship of the new Chesapeake & Ohio line, arrived at Newport News, Va., last week from Liverpool, making the passage in thirteen days. The Appomattox is a better furnished ship than the Rappahannock. Her saloon will compare with that of any of the great transatlantic liners, while her cabin accommodations are perhaps better. She is slightly smaller than her sister ship, being but 345 feet long, with forty-eight feet beam and a depth of 28.8 feet. She can take, in addition to 550 head of cattle, a cargo of 5000 tons. When loaded she draws twenty-three and a-half feet of water. She was built at West Hertford by Furness, Withy & Co. Her machinery is of the latest pattern, the engines being of the triple-expansion type and having many conveniences and safety appliances unknown to other ships of her class.

Condensed Facts About Baltimore.

Having examined the following summary of condensed facts about Baltimore, we take pleasure in commending its correctness, and in saying that it is a conservative statement of the strong position which this city holds. We also endorse the invitation extended to investigate the attractions of Baltimore as a place of residence, and its advantages as a place for the establishment of manufactures or other business interests, and as a safe place for the investment of capital.

FREDERICK C. LATROBE,
Mayor of Baltimore.

FRANK FRICK,
President of the Board of Trade.

JOHN L. RODGERS,
President of the Corn and Flour Exchange.

DANIEL MILLER,
President of the Merchants and

Manufacturers' Association.

JOHN T. GRAHAM,
President of the Real Estate Exchange.

HENRY N. BANKARD,
President of the Taxpayers' Association of Baltimore.

Few cities in the United States have ever made such phenomenal progress as has been made by Baltimore during the last two or three years.

Its population is now over 500,000 and is increasing at the rate of 30,000 to 40,000 a year.

To accommodate this great increase house-building is very active, but the demand for new houses keeps ahead of the supply.

Baltimore is becoming one of the leading manufacturing centres of the country, owing to its unequalled advantages for concentrating all raw materials here at lowest cost, the cheapness of production and the excellent water and railroad shipping facilities for the distribution of goods.

The capital invested in manufacturing has increased from \$38,000,000 in 1880 to over \$100,000,000, and the value of the product from \$78,000,000 to about \$175,000,000. Over 100,000 hands are now employed in factories, and their wages aggregate over \$800,000 a week or \$40,000,000 a year.

Baltimore probably has a greater diversity of manufactures than any other city in the country.

It has the most complete combined iron and steel works and ship-yard in America, over \$8,000,000 having been invested in the plant. This concern has a total capacity of 1000 tons of pig iron and 1000 tons of steel rails a day, besides its other branches of iron and steel business and its ship-yard.

Another one of our ship-yards has lately completed two large gunboats for the United States, one of which earned the largest premium ever paid for extra speed to a boat of its class by any government.

Baltimore is the leading oyster and fruit canning city of the world.

It is the largest fertilizer manufacturing place; it leads in the making of straw hats and clothing, and probably leads all other cities in manufacturing shirts, overalls, etc.

It is a great flour-milling centre, one company alone having a capacity of over 2000 barrels a day.

It makes 80 per cent. of all the cotton duck manufactured in this country, and 60 per cent. of all made in the world.

In many other branches of industry it holds a leading position.

Its foreign trade aggregates over \$100,000,000 a year.

It has more than a dozen steamship lines to London, Liverpool, Glasgow, Havre, Rotterdam, Bremen and other ports.

Its annual grain trade runs from 50,000,000 to 60,000,000 bushels, making it, next to New York, the leading grain market on the Atlantic coast, while its flour trade handles about 3,500,000 barrels a year.

The savings banks of the city have deposits of about \$41,000,000.

The wholesale trade in dry goods, millinery, boots and shoes, clothing and other branches is of enormous extent.

The aggregate volume of the city's business is about \$700,000,000 a year.

Two years ago rapid transit was introduced, and we have now twenty-one lines with about 250 miles of electric and cable roads, built at a cost of about \$12,000,000 to \$15,000,000, and will soon have under construction a double-track electric road to Washington, thirty-five miles distant.

During the last two or three years the investments in municipal improvements, in street railways, in manufactures and other large interests have aggregated over \$60,000,000.

Real estate is tending up and now offers inviting opportunities for investment in business or suburban property.

The extension of electric lines out into the country is opening up all around the city very beautiful property, and no city in the world has a more attractive adjacent country, though active development of suburban enterprises has never been pushed here until very recently.

As a location for manufactures Baltimore possesses unequalled advantages. The lumber of the South, both pine and hardwood; the coal of Maryland and West Virginia, the cotton of the South, the high-grade iron ore of Cuba, the pig iron of Virginia and Alabama and the wheat of neighboring States all centre here to furnish raw material for unlimited manufacturing growth.

The cheapness of living necessarily makes labor less expensive than elsewhere, and yet in no other city in the country do mechanics and laborers live so well as here, as regards food as well as dwellings.

The growth of this city in the future promises to be even more remarkable than during the last two or three years.

To business men in general, manufacturers, merchants, capitalists, who wish to live in the most attractive residence city in America, or to invest in the most rapidly developing one, a cordial invitation is extended to investigate the attractions and advantages of Baltimore.

The foregoing facts show that Baltimore offers unequalled opportunities for investment in real estate. The development of suburban properties is just commencing, and during the next few years great fortunes will be made in the real estate "boom" that is coming to Baltimore just as it did to St. Louis, Chicago, Washington, Buffalo and other places. Messrs. Edmonds Bros., Manufacturers' Record Building, Baltimore, control many most desirable tracts of land of from thirty to 800 acres, offering remarkable opportunities for investors, for real estate operators and organizers of syndicates. Now is the time to get in on the ground floor.

Atlanta Builders Organize.

The Builders and Traders' Exchange is a new organization recently formed in Atlanta, Ga., with these officers: M. F. Amorous, president, general manager Atlanta Lumber Co.; J. W. English, Jr., vice-president, general manager Chattahoochee Brick Co.; V. H. Kriegshaber, secretary; N. Ittner, treasurer.

Board of management—C. C. Bradt, of Miles & Bradt; M. Benjamin, general manager Atlanta Machine Works; W. H. George; A. V. Gude, of Gude & Walker; J. L. Mell, of Wingate & Mell; G. P. Gomez.

Following are the members of the exchange: Atlanta Lumber Co., Graves Elevator Co., W. R. Jones, Chattanooga Brick Co., Miles & Bradt, Wingate & Mell, G. R. Gomez, J. A. Corbely & Co., Atlanta Machine Co., M. T. Lemman & Co., W. H. George, Chapman & Torrey, Southern Paint & Glass Co., Dixie Manufacturing Co., B. T. McDuffie, N. Ittner, V. H. Kriegshaber, Sciple Sons, Lambert & Venable, F. P. Heifner, Gude & Walker, Collins Brick Co., George H. Lambert, C. R. Snyder, Venerable Bros., Carnegie Steel Co., Atlanta Manufacturing Co., J. F. Pierson, F. H. Peck and Denning & Co.

The exchange will make its headquarters in the old capital building where three rooms have been secured, which will be handsomely fitted up. The purposes of the exchange are thus set forth:

1. To make membership in the association a reasonable assurance to the public of the skill, honesty and responsibility of its members, by requiring that those admitted to membership shall have established and honorable reputations on the three fundamental points above named, and making a continuance of membership depend upon fair dealing between the members and the public.

2. To offer members and the public opportunity for the consideration of all cases of improper practice, and the securing of redress therefore so far as the parties concerned submit to the mediation of the association.

3. To provide methods and means whereby members may avail themselves of the greater power of combined effort through the association acting as an authoritative body, in demanding and securing just and honorable dealing from the public whom they serve.

4. To secure uniformity of action among the individuals forming the association upon the great principles herein set forth and upon such other principles as may be decided upon from time to time as the best for the good of all concerned.

THE DENVER & GALVESTON IMPROVEMENT Co. has purchased for \$385,000 a large amount of property located in South Galveston. The property has been held by Max Neff, of Colorado.

A Single Fare for the Round Trip to the World's Columbian Exposition via the Pennsylvania Railroad.

In response to the popular demand, the Pennsylvania Railroad Co. has arranged for another series of special excursions to the World's Fair city from Baltimore on the following dates: September 25 and 30 and October 7, 14 and 21. The special trains, composed of the best and most comfortable Pennsylvania Railroad's standard coaches, will leave Baltimore (Union Station) at 11.10 A. M., arriving at Chicago at 12.15 noon the following day.

Excursion tickets limited to ten days for return at the rate of \$17.00 from Baltimore for the round trip.

An experienced tourist agent will accompany each train through to Chicago. The leaving time of train from Baltimore will allow of a daylight ride through the attractive scenery of the Susquehanna and Juniata rivers, the Horseshoe Curve and the Alleghippus of the Alleghany mountains.

The World's Fair.

The Pennsylvania Railroad Co. is offering a service unequalled between Baltimore and Chicago in each direction, which has been fully demonstrated by its large patronage. While its operating departments have been heavily taxed to meet the demand of travel for some time past, ample arrangements have been perfected to fully meet the extra demand of the enormous travel now directing itself to Chicago, on account of the rapidly approaching termination of the World's Columbian Exposition.

Round-trip tickets will continue to be sold by the company until October 29, good for there turn until November 15, inclusive, and valid for passage in each direction on all through express trains except the Pennsylvania Limited, but including the popular Columbian and Keystone expresses, which have through Pullman sleeping and dining-car service, at the rate of \$26.00 from Baltimore. Choice of routes will be given at this rate, including return via Niagara Falls and Watkins Glen, if desired.

The last two popular coach excursions will leave Baltimore on Saturday, October 14 and 21, at 11.10 A. M., reaching Chicago at 12.15 next day, for which tickets, good for return within ten days, will be sold from Baltimore at the rate of \$17.00 for the round trip. If you have not been to the Fair, arrange to go and use the Pennsylvania, the standard railroad of America.

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